

Part I

November, 1959

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# AIR CARGO

an American Aviation Publication

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

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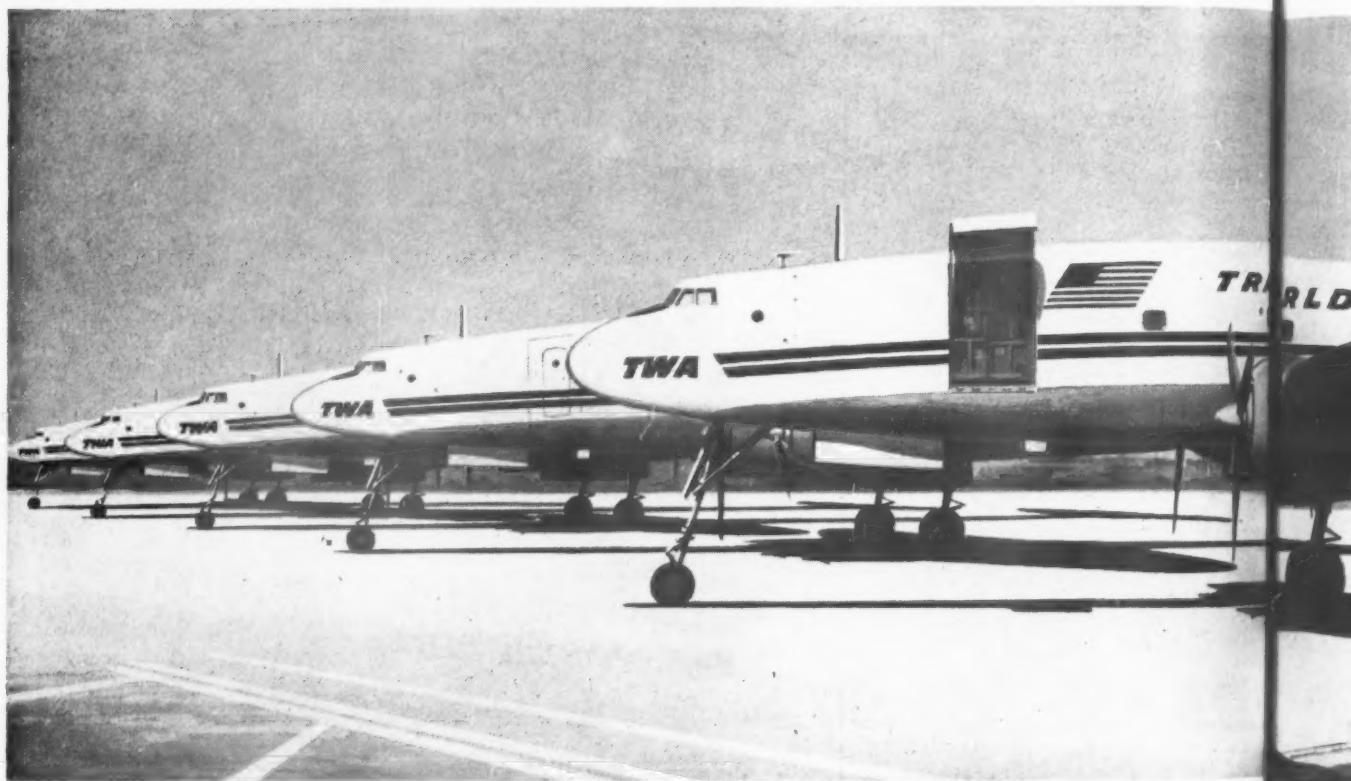
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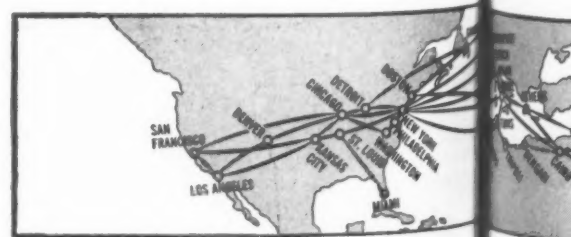
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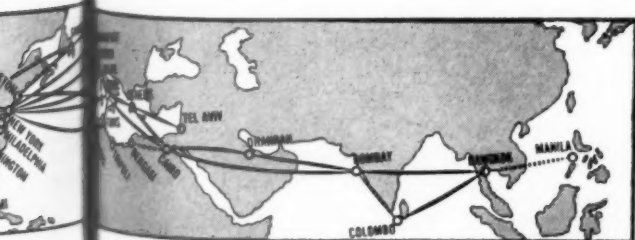


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# Riddle Faces A Tough Decision

**R**IDDLE Airlines has a new president. Robert W. Hewitt, president of Robert Hewitt Associates, Ridgewood, N.J., was elected president of Riddle on October 10. We wish him well.

Mr. Hewitt has a tough job ahead of him. Riddle has lost a lot of money over the past several years. The stockholders are restive. They would like some return.

It appears to us that Mr. Hewitt faces two courses of action. One would put Riddle out of scheduled common carrier air freight business—at least for a while. This is the course adopted by Slick, and later, by AAXICO.

The other course would have Riddle continue the struggle until the brighter tomorrow.

The first course would give the stockholders something, immediately. The second, postpones profit but promises a rich reward, later.

Hewitt, in addition to being head of his own aviation consulting firm, is president of two aircraft leasing concerns and chairman of the creditors committee of Meteor Air Transport, a defunct air carrier.

What makes the decision tough for Hewitt is that the signs indicate that air cargo has just about reached that bright new day. If these signs were not present he could simply liquidate.

Each phase of air cargo has had, this year, significant and hope-producing developments. Air freight, scheduled common carrier air freight, has been declared a profitable operation by The Flying Tiger Line. Certainly, this is a good sign. Perhaps even more encouraging is the new generation of cargo aircraft—Argosys ordered for Riddle; CL-44Ds ordered for the Tigers and Seaboard & Western; and the Super Hercules for Pan American and Slick. These planes promise operating economies of such magnitude that rates can be cut sharply, and still leave a profit for the carrier. And, the lower rates go, the more traffic carried.

The Air Express agreement has been reworked so that airlines get a bigger part of the take. This is a good sign. Perhaps even a better sign, the air express agreement was negotiated with a new, aggressive management, and the agreement contains terms to

promote the development of air express.

Finally, of the three parts of air cargo there is air mail. Air mail was the first, and in the early days, the means of airline survival. As other forms of airline traffic grew, mail was eclipsed as a source of revenue. It never ceased to be significant, but this year a renewed importance was foretold.

At the last session of Congress, it was made clear that the Postmaster General has authority to move any kind of mail by air "to the extent required by the Postal Service."

With this assurance, officials of the Post Office and the Civil Aeronautics Board met to discuss what rates would apply to non-airmail mail which the airlines would haul. As this issue was being closed, the Board indicated that agreement had been reached and that rates would be set in time to permit much of the Christmas mail to move by air. There could be a lot of mail involved. In 1957, surface parcel post, alone, developed more than 1.7 billion ton miles.

The Post Office has been analyzing its mail system and is preparing to take advantage of the speed offered by air transport. Bert B. Brays, Deputy Assistant Postmaster General for Operations said that through expanded use of air service the Post Office expects "to get next-day delivery of virtually all letters throughout the country." How extensive the use of air could be is indicated by the decline of trains available to carry mail. The Postmaster General Arthur E. Summerfield pointed out that in 1958, alone, 243 mail-carrying passenger trains were discontinued. Further more, some of the remaining trains are scheduled at times attractive to passengers but poor for mail. This decline of available trains has been accompanied by a tremendous growth in mail.

It seems assured that there will be a lot more mail for the airlines.

Mr. Hewitt says that Riddle will go on. We hope the promise that each phase of air cargo holds for the industry, holds for Riddle, and that soon Riddle will be hauling lots of freight, lots of mail, and lots of express.

Wallace I. Longstreth

## TRENDS

**Look for the Air Force to specify aircraft** with truck-bed height and straight-in loading for some future cargo lift requirements. Air Force reasons that such a requirement is needed to dovetail with military operations employing true cargo planes and to take full advantage of modern methods of materials handling as are being developed for the Lockheed C-130 and the Douglas C-133.

Air Force expects some side effects when the requirement is announced. It is hoped that the move will provide an incentive for commercial operators to acquire truck-bed height, straight-in loading planes. It might also help counter claims that the Air Force is perpetuating use of outmoded equipment—as has been charged of recent contracts using C-46s and C-54s.

On the other side of the coin, Air Force can figure on some long, loud protests when the requirement is announced. Complaints will come from carriers who have only old equipment and who have no plans for acquiring new cargo planes.

**The Air Freight Forwarder Association** is concerned with the way the Civil Aeronautics Board has been handling forwarder problems. In an effort to gain a more sympathetic ear, the Association plans to take the forwarders' story directly to Congress. First step, a budget to back a legislative program.

One of the items rankling the Association is the recommendation of CAB Examiner Herbert K. Bryan that the American Express Company be given authorization as an international air freight forwarder. Despite Bryan's protestations to the contrary, the forwarders are convinced that the examiner did not give enough weight to the effect that AMEXICO's entry into the field would have an existing forwarders. The Association will continue to formally oppose AMEXICO's request for forwarder authority.

**The Civil Aeronautics Board will be in deep trouble** unless a fifth member is appointed soon. Oral arguments have been postponed but cannot be set aside forever. These, and other procedural matters, will stagger CAB's already crowded calendar.

**The bright air cargo picture for 1959** gets brighter. The Civil Aeronautics Board has announced it is ready to set rates for the carriage of non-priority mail by air. Announcement followed several weeks of conferences between CAB and Post Office officials.

**Reports from the Honolulu** International Air Transport Association Traffic Conferences regarding new air freight rates have not made international air freight forwarders happy. Forwarders wanted more volume breaks than the reports indicate were adopted.

**Forwarders are becoming** much more interested in mergers. Emphasis on specialized shipping services favor the bigger organizations.

**The steel strike**, in its fourth month, has not yet hurt air freight. If the strike continues long, it will. Settlement of the strike will give air freight a decided push. If this is coupled with the usual Christmas shipping boom, air freight space might become tight despite increased capability.

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## Hector Resigns From CAB Delivers Parting Blast

Louis J. Hector, who recently resigned as a member of the Civil Aeronautics Board, delivered a parting blast at the Agency in the form of a 70-page memorandum to President Eisenhower. Among other things, he challenged the very existence of the Board. Hector made no bones about his feelings regarding the Board. He described it as "a creature imprisoned by its own structure and procedures. It is unable to make sound and comprehensive plans . . . to administer its affairs with vigor and dispatch."

As a solution, Hector proposed a three-way split of the regulatory function: "Give the Executive the functions of rule-making, policy formulation, planning and routine administration. Give a special expert tribunal or group of tribunals the task of deciding major litigated cases and of hearing appeals from administrative decisions. If there is a job of prosecution, give it to a separate executive agency."

Hector told the president in his memorandum that CAB's investigative work should be transferred to the Justice Department.

In his scathing denouncement, Hector said his two and one-half years as a CAB member had convinced him "that an independent regulatory commission is not competent in these days to regulate a vital national industry in the public interest."

He listed five areas of weakness in the Board's structure: *Planning and Administration*—"The organization and procedures of the . . . Board preclude timely and effective policy-making, planning and administration;" *Adjudication*—"Present CAB procedures and practices in adjudicated cases do not give the parties the full judicial hearing to which they are entitled;" *Policy Coordination*—"The plans and policies of the CAB are not coordinated in any way with those of other government agencies or with national policies as established by the Executive;" *Duties and Responsibilities*—"The members of CAB, like those of other regulations agencies, have policy-making, adjudicative, administrative and investigative



LOUIS J. HECTOR

duties and responsibilities which are by their very nature incompatible. Conflict between policy formulation and adjudication involves profound differences in attitude and procedure;" *Agency Membership*—"Personal problems are inevitable with the present organization and procedures of the agencies, which insure inefficiency, lack of judicial process, and incompatibility of duties . . . No competent executive . . . can tolerate for long the inefficiency and the confused administration of the regulatory agencies as they exist today."

### Atlanta Cargo Hub Chosen By Riddle-Tigers

The Flying Tiger Line and Riddle Airlines have decided to make Atlanta a hub for the development of air freight service between the growing Southeast and the nation's West Coast. Officials of both airlines feel that the city's location, combined with its rapid growth as an industrial business center, will make Atlanta the ideal gateway for the movement of air freight between the two areas.

Charles L. Hood, vice president,

sales and traffic, Riddle Airlines said. "Through service would be provided between all air and motor carrier terminals on the Flying Tiger system in the West and 11 Riddle stations in the Southeast, as well as more than 80 new motor carrier terminals in Georgia, Alabama, North and South Carolina and Florida. Included in the service area are upwards of 60 military bases. Overnight delivery of freight will be accomplished at some points and second day delivery is assured at most destinations."

Besides speeding freight delivery, Robert A. Blanks, midwest sales manager for The Flying Tiger Line, said the new combination service would permit a single bill of lading on all shipments at the lowest available rates for such type of transportation. Other advantages cited by Blanks included tailgate truck-plane interchange of freight, elimination of truck terminal transfer delays, advance manifest service enabling shippers to ascertain both the location of their freight and its scheduled arrival time, and movement of freight over daily, certificated scheduled air routes.

### CFTC-Agriculture Study In-Transit Flower Damage

The problem of floral deterioration in transit will be tackled jointly by the California Floral Traffic Conference, San Francisco, California and the United States Department of Agriculture. In addition to furnishing funds, the CFTC membership will supply flowers and technical help to the Department during the study. Dr. John Harvey, USDA, Fresno, will spearhead the project which will include work with the University of California.

Meanwhile, CFTC will play an active part in Civil Aeronautics Board's Southern Transcontinental Service Case. The Board of directors of the Conference voted to send counsel to Washington, D.C. to cover the important proceeding.

In other CAB actions, the floral group decided that each firm represented on the board of directors would appear as complainants along with the Conference in the formal complaint which was previously authorized to be filed with the CAB in the matter of air freight rules.

### Ace, Pacific Forwarders File Merger Application

Two air freight forwarders, Pacific Air Freight of Seattle-Tacoma, Wash. and Ace Air Freight of New York City, have filed a merger application with Civil Aeronautics Board. The two companies hope to have their air

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freight forwarding operations consolidated by December 31. The new firm will continue under the name Pacific Air Freight.

Officials of both firms pointed out that the joint operation will enable them to supervise shipments closely on both coasts as well as other domestic air freight and shipments to and from Alaska, the Orient, Europe and South America.

### S&W Boosts Frequencies Over North Atlantic

Seaboard & Western Airlines has boosted transatlantic all cargo frequencies to 13 flights in each direction. S&W's executive vice president, Arthur V. Norden, commented that "transatlantic freight traffic by all carriers has enjoyed the greatest increase in its history during 1959. Through mid-September freight tonnage across the North Atlantic was 35.7% over the same 1958 period."

Norden pointed out that Seaboard's share of the traffic, up to mid-September, totalled 14,497,000 ton miles, a 61% increase over the comparable 1958 period. This figure exceeded the total volume of 13,388,000 ton miles which S&W flew during the entire year of 1958.

The carrier's fall schedule provides for two flights daily Tuesday through Sunday and one flight on Monday. Departures from New York International Airport are scheduled for 3:30 a.m. and noon, except for the Monday flight which leaves at 6 a.m. and the Friday flight which departs at 5:30 p.m. All flights from Europe are scheduled to arrive at Idlewild at 11:55 a.m.

### California Gateways Opened For Air Express

In a move expanding mainland-Hawaii service, the Air Express Division of the Railway Express Agency has added Los Angeles and San Francisco to the list of gateway cities handling air express shipments to and from the 50th state. The service provides single through rates between Honolulu, Hawaii, and all air express offices in the continental U.S.

At the same time, the Agency reduced the minimum charge per shipment for cities beyond the gateways from \$6 to \$5. The uniform minimum charge to and from the West Coast gateway cities is \$3.50 per shipment.

Previously, air express traffic destined to and from Hawaii moved through Portland, Ore. and Seattle and Tacoma, Wash.

Railway Express said the expanded air express service "is expected to

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by using Delta Air Freight!"**



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NOVEMBER, 1959



materially aid shippers and receivers in Hawaii and the continental U.S. by expediting the east-west flow of goods and merchandise over the Pacific."

Northwest Airlines, which has been flying air express shipments between the U.S. mainland and Hawaii since 1948, will continue to serve the Portland and Seattle-Tacoma gateways while United Air Lines will handle the new segments to and from Hawaii via Los Angeles and San Francisco.

### **Tigers Report Profit From Air Freight Service**

Record air freight revenues and the largest operating earnings in history were enjoyed by the Flying Tiger Line during the fiscal year ended June 30, 1959.

Air freight skyrocketed to \$14,315,698, a 39% gain over the \$9,595,074 reported in 1958, and accounted for FTL's first profitable year in domestic air freight operations. The air freight revenues were cited by the company as being largely responsible for record gross revenues of \$34,579,936. Revenues in 1958 were \$33,860,549.

The gain in air freight revenues was partially overshadowed by a decline in charter and sales revenues in 1959, from \$24,265,475 to \$21,264,475. This reflected, in part, FTL's increased concentration on domestic traffic and decreased military contract business.

FTL's president, Robert W. Prescott, explained that the air freight operation reached a "self sustaining plateau in 1959, principally due to the economies of a standardized fleet and increased volume."

Net income from operations totaled \$2,806,389 more than double the \$1,399,573 recorded the previous year. After debt expenses and taxes were paid, however, net income and special items amounted to \$1,391,366 as against \$1,307,782 in 1958. The 1958 figure included \$864,004 in gains from the sale of aircraft, as compared with only \$380,226 in 1959.

### **Airline-Trucker Talks Explore Improved Service**

The airlines and the motor carriers are holding exploratory talks to improve service to the shipper.

The discussions are being held by a joint committee, composed of representatives of the Air Freight Sales Committee of the Air Traffic Conference, a division of the Air Transport Association and the National Motor Freight Traffic Association.

Specifically, the two groups are hoping to establish a uniformity that will make shipping much easier, and

more efficient. Their target is to cut transit time by 24 hours for goods that are shipped by air and truck. Under consideration is a uniform rules tariff, a uniform bill of lading, and a uniform system for traffic handling between air and motor truck.

Frank Beach, director air freight traffic, of American Airlines is chairman of the airline committee. The trucking groups is headed by the executive director of NMFTA, Frederick C. Freund.

They described the talks as a "concerted attempt to bring to the shipper the speed of air transport with the flexibility of the over-the-road, inter-city trucker."

### **Continental Sets Up Service With Colorado Truckers**

The Interstate Commerce Commission and the Civil Aeronautics Board have bestowed their blessings on a plan under which Continental Airlines and 13 members of the Colorado Motor Carriers Association will honor each other's bills of lading for air freight shipments. The plan covers 42 Colorado cities and military posts and 11 major cities the airline serves in California, Oklahoma, Kansas, Texas, New Mexico and Illinois.

The major advantage of the plan is that a shipment can move on one shipping document and at a single through rate.

Cities outside Colorado for which the plan is effective include: Albuquerque, Chicago, Dallas, El Paso, Ft. Worth, Houston, Kansas City, Los Angeles, San Antonio, Tulsa and Wichita.

### **Swissair Stresses Jet Age At Annual Cargo Meeting**

Considerable stress was laid on Swissair's entry into the jet age at the carrier's annual cargo meeting, which was held at the Hotel Continental in Jamaica, New York. Swissair plans to introduce the DC-8s jets on the North Atlantic route by May 1, 1960. With a cargo payload capacity of 10,000 pounds, the Swiss carrier is predicting an appreciable increase in cargo capacity when the jets are introduced.

### **Machinery Heads UAL Commodity List**

Machines and machine parts topped the list of commodities flown by United Air Lines in the first six months of 1959.

Machinery scored a 68% gain in tonnage flown over the first half of 1958 to displace cut flowers which dropped to third place. Electrical

equipment and parts registered a 50% increase to move up into second.

Other items in the top 10 by weight were printed matter, wearing apparel, aircraft parts and accessories, auto parts and accessories, hardware, film, and live animals.

### **West Coast Forwarder Opens Atlanta Office**

Airborne Freight Corp., an international freight forwarder based in San Francisco, has expanded service to Atlanta in a move to increase business for California flower shippers. The company has appointed George Garland, a flower handling expert, district manager at Atlanta.

Meanwhile, Airborne has named Hugh J. Webster to head the company's new larger operations located at Lambert Field, St. Louis. The firm said the new expansion was necessary because of the "tremendous increase in volume throughout the area."

### **Joint Committee Takes Over Air Express—Gets Results**

The changes made in the air express agreement between the airlines and the Railway Express Agency are producing results. The joint committee for air express has elected W. D. Dilworth and Chester J. Jump as co-chairmen for the remainder of 1959 and for 1960. Dilworth is director, traffic administration and assistant secretary—corporation, for United Air Lines. Jump is vice president, administration and finance, for Railway Express. Robert L. Turner, vice president—traffic, Air Transport Association, was elected secretary of the committee.

The joint committee is the body that will carry out the terms of the agreement for providing air express service. At the committee's first meeting, it was decided to inaugurate Armed Surveillance Service for sensitive Department of Defense shipments.

The committee also increased the advertising budget for 1960 by 28%—from \$578,955 for 1959 to \$743,335 for 1960.

And, a new field office at New Orleans Airport was ordered to be set up by November 15—to offer improved air express service for all traffic routed through the city. The new New Orleans office will increase the number of airport field offices throughout the country to 28.

For the future, committees were set up to focus on specific areas. They are: Advertising; Promotion, Education and Sales; Operating Practices; Policy and Operating Manual; Rates and Tariffs; and Loss and Damage Prevention.

# AIR CARGO

NOVEMBER, 1959

Vol. 3, No. 11

## Silver City Hauls Cars, and Then Some

**British independent links Great Britain with cross-channel ports competing successfully with surface transports for large, bulk loads of cargo**



At Silver City's Ferryfield terminal, a newly delivered batch of French-built Renaults.

by Anthony Vandyk

LONDON—Silver City Airways carries more freight than any other airline in the world. But its main operation involves flights of only 20 minutes. The bulk of Silver City's traffic comprises automobiles being shipped between England and Continental Europe.

Since it started its ferry services across the narrow strip of water that separates England from France, Silver City has carried some 300,000 automobiles. In the first six months of this year, 17,917 accompanied cars (cars with passengers) were transported between England and Northern France by Silver City Airways twin-engine Bristol 170 freighters. One in every four accompanied cars transported between England and Northern France goes by air, and Silver City expects that within the next two years more than half of this traffic will be carried by air rather than by sea.

During the peak season, about 500

automobiles are carried between England and Continental Europe each day. An aircraft takes off every few minutes from Ferryfield, on the southeast tip of the English coast, for Le Touquet, Calais and Ostend. Ferryfield was built by Silver City as a private venture at a cost of some \$1,500,000 and was specially designed to deal with the air transport of automobiles. Streamlined procedures enable cars to be handled with a minimum delay. Drivers checking at the airport about 35 minutes before take-off, after completion of customs and passport formalities, have time to grab a quick snack while their cars are being loaded into the aircraft. Three cars can be accommodated in the Bristol 170. Motorcycles and bicycles are loaded in an upright position with protective felt and webbing. Passengers are accommodated in a 15-seat cabin at the rear of the aircraft.

Silver City's main problem with automobile ferry service has been that the market is extremely seasonal and

directional. The airline has done its utmost to encourage automobilists to travel before and after the main season and during midweek days by offering substantially lower fares during these periods.

In order to make maximum use of spare capacity, Silver City has energetically gone after new markets. The carrier has been particularly successful in persuading automobile manufacturers to use its services for the export of their cars from Britain to France and vice versa. Almost every British automobile manufacturer now exports new cars to France by air while the leading French automobile firms do likewise for their exports to England, including sample cars and spares. In the first six months of this year, Silver City moved 3,186 new cars between England and Continental Europe.

The manufacturers like to use air transportation for several reasons. Flexibility is greater—by sea it is necessary to ship rather large batches of cars to get the most economic rate. Also, cars



## to supplement the auto ferry . . .



Tobacco, a frequent "Roadair" cargo, is loaded aboard a Silver City Freight for the cross channel haul.



"Yesterday in the fields; today on your table," read the stickers on the boxes of cauliflower shipped from France to England.



Silver City trucks handle much of the "Roadair" traffic. The straight in loading of the Bristol 170 permits the direct exchange between truck and plane.

sent by sea tend to get tied up at docks and the manufacturer does not know what is happening to them or where they are. On the other hand, by air there is complete control. Another important factor, air transportation avoids the scratching and marring of cars usually associated with delivery by sea. The insurance companies are aware of these advantages and give auto manufacturers lower rates for air transportation.

The British and French manufacturers store large quantities of their cars at the two main Silver City airports, Ferryfield and Le Touquet, so that dealers can obtain all models and color combinations rapidly. It is not unusual to see up to 700 cars stored at either airport.

In addition to automobiles, the French are shipping large quantities of "mopeds" to England by Silver City. Cardboard packages are used instead of the wooden crates that would be necessary if sea transport were involved.

Silver City Airways' sales force is constantly looking for large consignments. As Silver City commercial director W. G. Franklin says: "We compete with sea freight, not with other airlines—we are after the big stuff, tons not pounds."

Actually Silver City's average consignment weighs 5 or 6 tons. During the strike in the British printing industry in July, the airline carried 500 tons of ink from Continental Europe to England. On another occasion, Silver City flew 25,000 head of cattle from England to France over a 6 month period. Recently it carried a 60 foot racing shell. The airline regularly carries damaged aircraft for insurance companies. It moved NATO headquarters from London to Paris. Other consignments include antiques, fresh food and vegetables. Every Sunday a Silver City Bristol 170 takes off from France for England with a full load (11,000 lbs.) of cheese.

Much of Silver City's traffic is carried on the "Roadair" integrated system of air and surface transportation. Under the "Roadair" system, regularly scheduled trucks operate between London and Ferryfield and between the two Silver City terminal airports in Continental Europe (Le Touquet and Ostend) and certain points in Europe, notably Paris and the French textile center of Lille. Silver City guarantees shippers delivery within a stipulated time. Loads are usually carried by regular Silver City automobile ferry services on a "space available" basis. But if space is not available on the regular flights and there is a risk of the cargo being delayed, a special flight is always set up to ensure on-time arrival.



# National Safe Transit Supported By Airline Committee

**Cargo Forms and Procedures Committee  
finds much of value in NSTC's program for improved  
packaging as a claims preventative**

The support of the full transportation community for the program developed by the National Safe Transit Committee to reduce in-transit damage to shipments moved a step closer in October. The Cargo Forms and Procedures Committee of the Air Traffic Conference prepared to recommend that the airlines back NSTC's drive to improve packaging.

The NSTC program recognizes that packaging is not the entire answer to the in-transit damage problem, but packaging, or at least attention to the package, is where the NSTC program starts.

NSTC's theory, which has proved correct in more than ten years of operation, assumes that a properly packed shipment which cargo handlers know to be properly packed will generate few damage claims.

In pursuing the better claims record, NSTC's program provides labels for shippers who have established by pre-shipment tests what products and packaging will withstand normal handling. These labels are put on every shipment which qualifies—serving notice that this packaging is good. The testing, at the shipper's expense, is done in laboratories approved by the National Safe Transit Committee.

Since the NSTC idea was first conceived, it has undergone some refinements. The labels, initially stick-on, can be pre-printed on boxes; manufacturers (shippers) and laboratories in the NSTC scheme have been listed in a quarterly publication; and testing frequency has been set at not less than every year or whenever the product packed undergoes a change.

The quarterly publication, a Certified Products Register accomplishes a number of important things. By being listed, the manufacturer declares his



The new NSTC label. Its use on a package certifies that the product and the packaging have met pre-shipment testing standards and will withstand normal transportation and handling.

support of the drive to cut damage through NSTC. Each of his products which qualify for the NSTC label are specifically listed. The carrier, by examination of the certified list, may determine exactly what products (as packed) have passed NSTC tests; how often the packaging is tested; when the packaging was tested last; where the tests were made; and what officials of the manufacturing concern are responsible for the NSTC program.

In recommending that the air transport industry back NSTC, the Cargo Forms Procedures Committee will cite the obvious advantages—happier customers and fewer claims. The committee will note that truck and rail companies have already agreed to give NSTC's plan a tryout.

Also supporting the committee's recommendation will be the point that participation with NSTC can cut down paperwork where claims are involved.

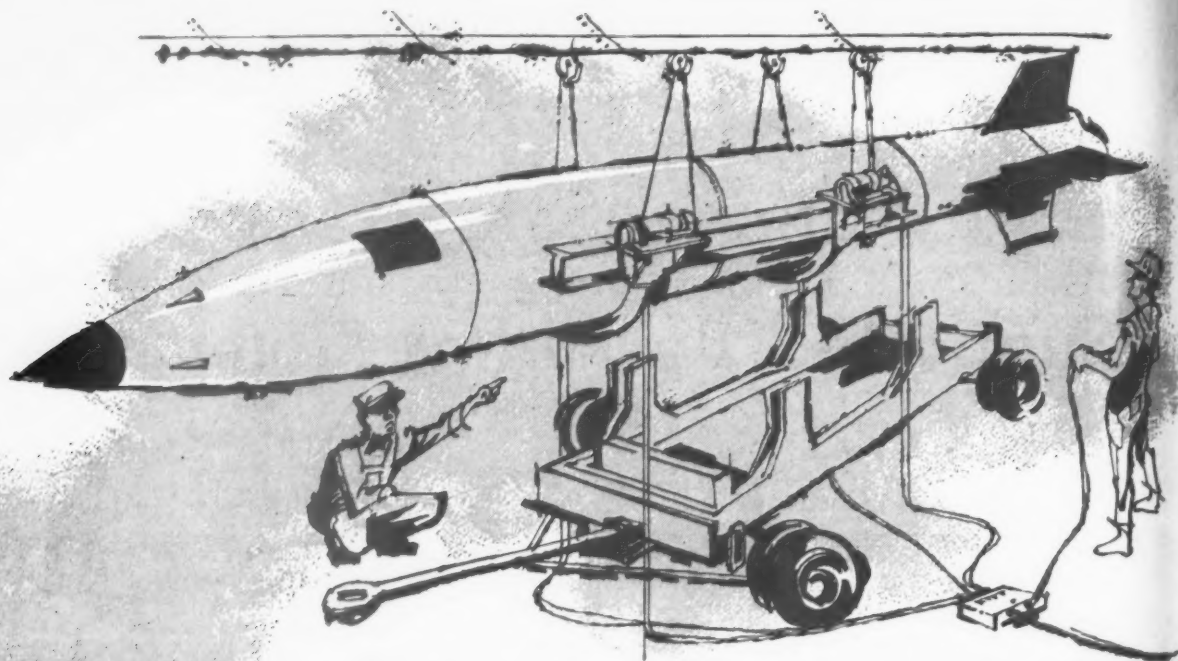
When a damaged shipment has passed NSTC tests, it should be possible to process claims without the shipper certification form which states, in effect, that the shipment was in good shape and properly packed when tendered to the carrier.

Probably the greatest single problem which will face airlines formally participating with NSTC, will be to get the message to the cargo handlers and to other airline personnel. Experience has taught that the greatest amount of damage occurs during handling. NSTC has developed a full program of posters and bulletins, but the airlines will have to develop additional material peculiar to the airline operation.

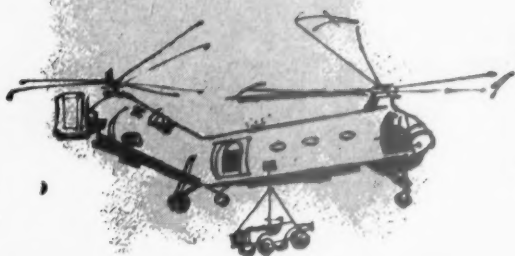
Airline sales personnel will also have a job to do. It will be up to them to explain NSTC to shippers, particularly those encountering shipment damage.

A big selling point that the Cargo Forms and Procedures Committee will have is NSTC's newly developed "International Label." This label has been developed primarily to assist air carriers reduce in-transit damage on international shipments. Other than for surface shipments to Canada and Mexico, only air shipments to foreign countries normally will be allowed to carry the new label. The pre-shipment tests, upon which the new label's use is based, are applicable only to domestic packaging and have not been devised to meet specific surface export shipping requirements.

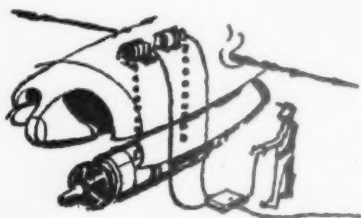
Since the personnel of the Cargo Forms and Procedures Committee are veteran operating people intimately concerned with the development and conduct of the airlines' air freight business, the Committee's recommendation should carry enough weight to have NSTC supported by the airlines.



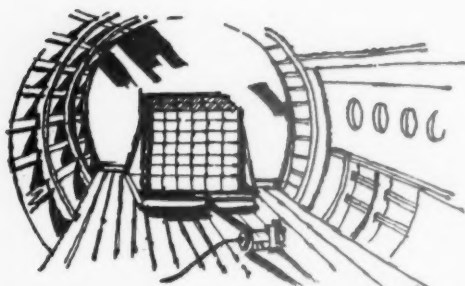
## NEW AAE MULTI-HOIST SYSTEM



*Airborne applications of the AAE hoist system include external cargo handling of materials by helicopters.*



*Aircraft and missile ground handling operations require the lightweight and precise control of the AAE hoist system.*

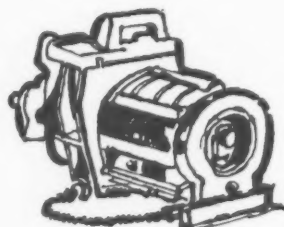


*Single-hoist AAE systems are used aboard air-cargo carriers for swift, accurate handling of heavy loads.*

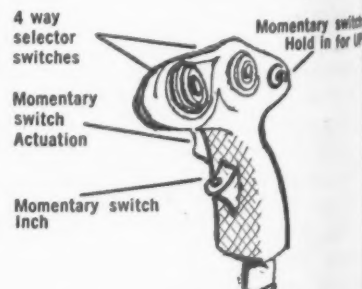
All American Engineering, specialists in lightweight, special-duty precision winches, now offers a multi-hoist control package utilizing the service-proven Model 61 winch and a newly-developed, one-hand, control system. Current applications include the adoption of the AAE multi-hoist system for the North American Aviation B-70 advanced global bomber.

Available in single, double or four-winch packages, the AAE hoist system can be used for ground or airborne applications. The lightweight, compact Model 61 winches can be mounted on the floor or overhead, upside down or right side up. The simple hand control of the hoist system permits the operator to start, stop and reverse all winches, or to adjust the load by inching along with only one or two winches.

The new AAE multi-hoist system is particularly applicable to the precision requirements of the aero/space age. In addition to its military and civilian uses for aircraft and missile operations, either ground or airborne handling, the AAE multi-hoist system has specialized applications for materials handling, construction and maintenance work.



*A 50-pound winch with a 3-ton lift capacity, the Model 61 is compact and complete with a self-contained motor.*



*The pistol-grip control is simple, accurate, easy to operate. Load movement can be controlled down to one-eighth of an inch.*

To find out how the AAE Multi-Hoist System fits your handling requirements, write to:

**AAE** RESEARCH • DESIGN • MANUFACTURE  
**ALL AMERICAN ENGINEERING COMPANY**  
DuPont Airport • Wilmington 3, Delaware



AIR CARGO



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# U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

**CITY.** Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted

Ⓢ indicating freight service only or  
ⓔ indicating express service only.

**CARRIERS.** The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by

Ⓢ indicating freight service only or  
ⓔ indicating express service only.

**AIR FREIGHT TELEPHONE NUMBERS.**

**AIRCRAFT AND MAXIMUM SIZE.** The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement.

**MAXIMUM WEIGHT.** Maximum weight per piece carrier will handle in each city without advance arrangement. **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

**RAIL EXPRESS AND MOTOR FREIGHT.** Availability of transfer facilities to Rail Express and motor freight indicated by

A—available at airport and in city  
C—available in city only.

**CUSTOMS FACILITIES.**

A—available at airport only  
C—available in city only  
AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

**AIR-BUS.** Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

**PICK UP and DELIVERY (Air Freight) RATES.**

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	See Pinehurst, N. C.									
ABERDEEN, S. D.	ABR	WO	Baldwin 5-5463	3	200	C	A	HSP		No Service Available	
ABERDEEN, WASH.	ABW	WC	General 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CN	FDGeneral 2-5787	3	200	C	C	DAL		No Service Available	
ADINSWORTH, NEB.	ADW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	GAX	AA	Tyler 6-2315	9	250	C	A	AC		.65	1.75
		CA	Tyler 6-2303	3,4	250	C	A	AC		.65	1.75
		EA	Tyler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT	Tyler 6-2353	Served Through Cleveland, Ohio						.90	1.50
		UA	Tyler 6-2361	6	200	C	A	AC		.65	1.75
ALAMAGORDO, N.M.	HMN	CO	HEalock 7-5710	22	200	C	A	ELP		.90	1.10
ALAMOGA, COLO.	ALS	FL	JU 9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HE-2-0525	9,19	200	C	A	DEN		.45	.95
ALBANY, N.Y.	ALB	SO	HE-6-2418	3	100	C	A	DEN		.45	.95
		AA	Union 9-5321	9,5	500	C	C	AC	G	.60	1.40
		EA	Union 9-5361	7,8,19	200	C	C	AC		.60	1.40
		FT	Albany 4-8223	Served Through Newark, N.J.						.60	1.40
		MO	Union 9-5339	9,3	200	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	TW	Union 9-5379	19	400	C	C	AC		.60	1.40
ALBUQUERQUE, N.M.	ABQ	WC	Flasa 3-4232	3	150	C	A	PKX		No Service Available	
ALEXANDRIA, LA.	AEX	CO	Chapel 2-5219	9,3,22	200	A	A	ELP	G	.40	.85
		FL	Chapel 7-1473	3,9	200	A	A	ELP		.40	.85
		DL	3-1705	8,7	250	C	A	ELP		.60	1.20
		TT	4471	9,3	300	C	C	BTR		.60	1.20
		EA	CO-4-0557	19	200	A	A	PHL	G	.50	1.35
ALLENTOWN, PA.	ABE	TW	Congress 4-0597	19	400	A	A	PHL		.50	1.35
		UA	Congress 4-0512	9,6	300	A	A	PHL		.50	1.35
		FL	353	3	200	C	C	DEN		No Service Available	
		TT	HO-5-2044	3	150	C		PIT	G	.55	1.75
		BN	DR-6-9373	9,10	500	C	C	DAL	G	.80	1.35
ALLIANCE, NEB.	AIA	CN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
		CO	DR 3-4326	3	200	C	C	DAL		.80	1.35
		TW	DRake 2-5517	8	250	C	C	DAL		.80	1.35
		IX		20	200	C		LAX		Los Angeles Area	
		AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
ANCHORAGE, ALASKA	ANC	CD		3	150	A	A	AC		1.00	2.00
ANDERSON, S.C.	AND	HW	41661	6,10,15A	2000	A	A	AC		1.00	2.00
		EA	27531	16,4,8		A	A	AC		1.00	2.00
		PA	CA-4-0231	19	200	C	A	ATL	G	.35	.75
		SO	See Detroit, Mich.								
		BL	Adams 6-8238	4,6,10,15,2	1500					No Service Available	
ANN ARBOR, MICH.	ANN	SO	Adams 6-8238	3	200		A	LAX		No Service Available	
ANNISTON, ALA.	ANB	NO	Apple Valley 7-7209	3	200					No Service Available	
APPLE VALLEY	APV	NO	Regent 9-1133	3	200					No Service Available	
APPLETON, WISC.	ATW	PC								No Service Available	
ARCATA, CALIF.	ACV	CN	141	3	200	C	C	DAL		No Service Available	
ARMORE, OKLA.	APD	CA	2-2404	3	150	A	C	INT	G	.60	1.20
ASHEVILLE, N.C.	AVL	DL	AL-2-7601	3	200	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	PL	AL 25061	3	100	A	C	INT		.60	1.20
		EA, PI								Apply Huntington Rates	
		WC	Murdock 2-6653	3	200					No Service Available	
		SO	Walnut 1-2551	3	150	C	A	C		No Service Available	
		LI	LI-81364	3	100	C	A	ATL		.65	1.35
ASTORIA, ORE.	AST	See Orange, Mass.									
ATHENS, GA.	AHN	CA	Poplar 1-8811	3,22,8	250	A	A	C		.50	1.35
ATHOL, MASS.	ORE	DL	Poplar 6-5315	9,3,5,10,8,19,1-A,5	6000	A	A	C		.50	1.35
ATLANTA, GA.	ATL	EA	PO-7-0221	7,8,16,10,19,52,9	500	A	A	C		.50	1.35
ATLANTIC CITY, N.J.	ACT	HW	Poplar 7-9758	10,6,52	200	A	A	C		.50	1.35
		RD	Poplar 6-2711	1	6000	A	A	C		.50	1.35
		SO	Poplar 6-5321	3	200	A	A	C		.50	1.35
		TW	Poplar 6-9655	7	250	A	A	C		.50	1.35
		EA	Pleasantville 2458	3,19	150	A	A	PHL		.55	1.10
AUBURN, ME.	LEW	AL	Pleasantville 2500	19	200	A	A	PHL		.55	1.10
		DL	See Lewiston, Me.								
		EA	2-8814	9,3	300	C	A	ATL	G	.75	1.50
		HE	2-4684	19	200	C	A	ATL		.75	1.50
		BN	Mayfair 2-1351	3	200	A	C	PMH		.50	1.00
AUGUSTA, ME.	AUG	CO	HO-5-5461	9,9	200	A	C	SAT	G	.50	1.25
AUSTIN, TEX.	AUS	CO	HO-5-6515	9,3	200	A	C	SAT		.50	1.25
BAIE COMEAU, P.Q.	YBC	TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
		QBA		3	400						
		WC	ENT 461	3	150	C	C	PKX		No Service Available	
		UA	EXport 9-2921	9	200	A	C	LAX	G	.40	.95
		PC	EXport 9-1771	3,19	200	A	C	LAX		.40	.95
BAKERSFIELD, CALIF.	BFL	AA	Saratoga 7-3210	9,15,30A,5	6000	A	A	C	G	.75	1.60
		AL	Southfield 1-1300	3	150	A	A	C		.75	1.60
		CA	Saratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	Southfield 6-2100	8	200	A	A	C		.75	1.60
		EA	Mulberry 5-7718	19,7,8,10	200	A	A	C		.75	1.60
BALTIMORE, MD.	BAL	NA	Southfield 1-0603	9,6	200	A	A	C		.75	1.60
(Concluded)		NE - (Service Suspended)									
		PA	MU 5-1630	6	6000	A	A	C		.75	1.60
		RD - (Service Suspended)									
		TW	Saratoga 7-1303	8,19,50	400	A	A	C		.75	1.30
		UA	Southfield 6-7600	9,10	300	A	A	C		.75	1.30





CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Bull Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CARMEL, CALIF.		See Monterey, Calif.									
CASPER, WYO.	CFR	FL	2-7135	3	200	C	C	DEN		.50	1.35
		WA	3-7777	9	200	C	C	DEN		.55	1.35
CATTLEHEAD, B. C.	YOG	CF		9	200	C	C	LAX		No Service Available	
CEDAR CITY, UTAH	CDC	BL	Juniper 6-9741	3	200	C	C				
CEDAR FALLS, IOWA		See Waterloo, Iowa									
CEDAR RAPIDS, IOWA	CID	UA	Empire 4-2481	9	200	C	C	OMA	G	.55	1.10
		OZ	Empire 2-1103	3,54	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE 2-2055	3	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CM1	OZ	6-7271	3,54	200		A			.65	1.25
CHARLESTON, ILL.		See Mattoon, Ill.									
CHARLESTON, S.C.	CHS	DL	4-3311	9	300	A	C	C	G	.75	1.50
		EA	19,9,10	200	200	A	C	C		.75	1.50
		NA	SHerwood 4-4256	9	200	A	C	C		.75	1.50
CHARLESTON, W. VA.	CFW	AA	Dickens 6-6204	9	250	A	A	C		.55	1.45
		CA	2-8007	3,22,8	250	A	A	C		.55	1.45
		EA	DI-6-0308	19,7,9	200	A	A	C		.55	1.45
		PI	Dickens 6-0691	3	100	A	A	C		.55	1.45
CHARLOTTE, N.C.	CLT	CA	Express 9-0773	3,22	150	A	A	C		.55	1.45
		DL	Express 9-0487	9,8,14	4000	A	A	C		.50	1.25
		EA	EX-9-331	8,16,7,19,9,10	500	A	A	C		.50	1.25
		PI	Express 9-3371	3	100	A	A	C		.50	1.25
		SO	EX-9-7474	3	100	A	A	C		.50	1.25
CHARLOTTETOWN	YYQ	MAR	7361	1,2,4	500	A	A	C		.70	1.40
CHARLOTTESVILLE, VA.	CHO	PI	3-5158	3	100	C	C	C		.65	1.30
CHATTANOOGA, TENN.	CHA	BN	MA 23701	9	200	C	C	C		.65	1.30
		CA	7-3103	22,8	250	C	C	C		.65	1.30
		DL	MA-2-8336	9,3	400	C	C	C		.65	1.30
		EA	MA-9-6101	19,9,7,10	200	C	C	C		.65	1.30
CHEYBOYAN, MICH.	PLN	CA	1499	3,4	150	C		C		.35	.75
CHEYENNE, WYO.	CYS	FL	2-0551	3	200	A	C	DEN	G	.60	1.25
		UA	7-7722	9	200	A	C	DEN		.60	1.25
		WA	8-8916	6	200	A				.60	1.25
CHICAGO, ILL.											
Midway Airport	MDW	AA	Reliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF	State 1-1250	7	200	A	A	AC		.70	1.75
		BN	Portsmouth 7-5028	5,9,10,52,1	2000	A	A	AC		.70	1.75
		CA	Portsmouth 7-2266	3,4,22	250	A	A	AC		.70	1.75
		OMA	...	5		A	A	AC		.70	1.75
		CO	UDMlow 5-6800	10,22	200	A	A	AC		.70	1.75
		DL	PO-7-1900	9,5,10, 1-A	6000	A	A	AC		.70	1.75
		EA	Reliance 5-2211	10,8,7,19,52,9	200	A	A	AC		.70	1.75
		PT	Portsmouth 7-8200	23	10000	A	A	AC		.70	1.75
		DE	Portsmouth 7-7180	3	200	A	A	AC		.70	1.75
		LI	Andover 3-6670			A	A	AC		.70	1.75
		NO	UDMlow 5-1020	3,9	200	A	A	AC		.70	1.75
		WA	Randolph 6-9562	11,10,4,6,52,2	300	A	A	AC		.70	1.75
		OZ	UDMlow 5-1952	3,54	200	A	A	AC		.70	1.75
		RD	UDMlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC	Randolph 6-3644	22A	200	A	A	AC		.70	1.75
		TW	DEarborn 2-7666	8,7,19,2A,23	4000	A	A	AC		.70	1.75
		UA	Portsmouth 7-5100	9,5,15,10,6	6000	C	A	C	G	.70	1.75
O'Hare Field	ORD	AA	Gladstone 5-4308	9,5,50A	1100	C	A	C		.70	1.75
		BA	DEarborn 2-7744	10	200	C	A	C		.70	1.75
		BN	GL-5-4310	5,9,10,52,1	250	C	A	C		.70	1.75
		CO	Portsmouth 7-2266	3,4,22	500	C	A	C		.70	1.75
		DL	National 5-6600	9,5,3	300	C	A	C		.70	1.75
		EA	Reliance 5-2211	7,10,19	200	C	A	C		.70	1.75
		NO	UDMlow 5-1020	3	200	C	A	C		.70	1.75
		WA	DE 2-4900	4	200	C	A	C		.70	1.75
		PAA	DEarborn 2-7666	10	600	C	A	C		.70	1.75
		TW	Gladstone 5-3125	8,19,50	400	C	A	C		.70	1.75
		UA	Fireside 2-3007	9,5,10,6	400	C	A	C		.70	1.75
		PC		3,19	200	C	C	SFO		No Service Available	
CHICO, CAL.	CIC	See Hibbing, Minn.									
CHISHOLM, MINN.		AA	Dixie 1-5600	9,5,10,15	6000	C	C	C	G	.65	1.60
CINCINNATI, OHIO	CVG	AX-(Service Suspended)	Dixie 1-5884	9,1-6,3,5,10,19	6000	C	C	C		.65	1.60
		DL	Dixie 1-4450	3	200	C	C	C	G	.65	1.60
		EA	Garfield 1-1315	3	100	C	C	C		.65	1.60
		PI	RD-(Service Suspended)							.65	1.60
		TW	Dixie 8974	8,19	400	C	C	C		.70	1.40
		CA	Victor 2-3531	3	150	C		PIT		No Service Available	
CLARKSBURG, W. VA.	CKB	See Lewiston, Idaho									
CLARKSTON, WASH.	LWS	OZ	Idlewood 9-5188	3,54	200					No Service Available	
CLARKSVILLE, TENN.	CKV	See Phillipsburg, Pa.									
CLEARFIELD, PA.	CSB	See St. Petersburg, Fla.									
CLEARWATER, FLA.	PTE										
CLEVELAND, OHIO	CLE	AA	ORchard 1-5421	9,5,10	600	A	A	AC	G	.85	1.95
		AL	Tower 2-0216	3,19	150	A	A	AC		.85	1.95
		AX-(Service Suspended)									
		CA	Clearwater 1-0913	4,8,22	250	A	A	AC		.85	1.95
		EA	GL-1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT	Winton 1-9777	23	10000	A	A	AC		.85	1.95
		LC	Clearwater 2-5050	3	200	A	A	AC		.85	1.95
		NW	Winton 1-2442	11,6	300	A	A	AC		.85	1.95
		RD	Clearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC	Superior 1-5595	22A	200	A	A	AC		.85	1.95
		TW	Winton 1-9700	8,19	400	A	A	AC		.85	1.95
		UA	Clearwater 1-5200	9,5,15,6,10	6000	A	A	AC		.85	1.95
CLIFTON, ARIZ.	CFT	FL	University 4-4908	3	200	A	A	DUG		.45	.85
CLINTON, IOWA	CWI	OZ	CHapel 3-2122	3,54	200	C				No Service Available	
CLINTONVILLE, WIS.	CLI	NO	2210	3	200	C	C	ELP		.40	.85
CLOWIS, N.M.	CVS	CO	Sunset 4-3528	9,3	200			GTF		No Service Available	
COOY, WYO.	COD	FL	103	3	150	C	C	GEO		No Service Available	
COEUR D'ALENE, IDA.	COE	WC	MChavk 4-5313	3						No Service Available	
COLLEGE STATION, TEX.	CLL	See Bryan, Tex.								No Service Available	
COLORADO SPRINGS, COLO.	COG	BN	ME 4-6321	9	200	A	C	DEN	G	No Service Available	
		CN	Melrose 5-1586	9,3,22	200	A	C	DEN		No Service Available	
		CO	Melrose 3-4688	3,54	200					No Service Available	
		OZ	Gibson 3-4173	9,3	400	C	C	ATL	G	.50	1.10
COLUMBIA, MO.	CRI	DL	4-3186	19	200	A	C	ATL		.50	1.10
COLUMBIA, S.C.	CAE	EA	FA-7-7458	9,3	400	C	A	ATL	G	.50	1.00
COLUMBUS, GA.	CSG	DL	FAirfax 7-2625	19	200	C	A	ATL		.50	1.00
		EA	FA-4-2493	3	200	C	A	ATL		No Service Available	
		SO	FA-8-4900	3	100				G	.70	1.75
COLUMBUS, MISS.	UBS	SO	Belmont 1-8277	9,5	600	A	C	C			
COLUMBUS, OHIO	CMH	AA	AX-(Service Suspended)								
		DL	Belmont 1-4529	3,5	300	A	C	C		.70	1.75
		EA	Belmont 1-8661	8,9,10	200	A	C	C			
		LC		3	200	A	C	C			

(Continued on next page)

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
COLUMBUS, OHIO (concluded)	CMH	FI. Belmont 7-2585.	3	100	A	C	C	G		.70	1.75
		FD (Service Suspended).									
		TW. Capital 1-7866.	8,7,19,23	1500	A	C	C			.70	1.75
		UA. BE 7-3711.	5,6	200	A	C	C			.70	1.75
CONCORD, N.H.	CON	NE. Capital 5-9531.	3	200	A	A	FWM			No Service Available	
COOS BAY, ORE.	OTH	See North Bend, Ore.								No Service Available	
CORBIN, KY.	LOZ	See London, Ky.									
CORONA, ALASKA	COV	PN. 15.	4,8							1.00	1.00
CORNING, N.Y.	EIM	See Elmira, N.Y.									
CORONA, CALIF.	CNP	LX. 20.	20	200							
CORPUS CHRISTI, TEX.	CRP	BN. TU-3-8431.	9	200	A	A	C	G		.50	1.00
		EA. TU-4-0331.	19,9	200	A	A	C			.50	1.00
		FL. TU-2-7458.	3	150	A	A	C			.50	1.00
		TT. Logan 5-3032.	3	200	C		DEN			No Service Available	
COURT, COLO.	CEZ	See Albany, Ore.									
COURT, ORE.	CVO	See Albany, Ore.									
COUNCIL BLUFFS, IOWA	CBF	See Omaha, Neb.									
CRAWFORD, B.C.	YXC	CP. JU 6-4844.	9	200	C	C	C			.25	.60
CRESCENT CITY, CAL.	CEC	PC. 2771.	3,19	200	C	C	OTH			No Service Available	
CUMBERLAND, MD.	CBE	AL. 15.								.50	1.00
CUT BANK, MONT.	CTB	WA. West 8-2111.	9	200	C	C	A			.35(D)	.75(D)
		WC. WE 8-4163.	3	150	C	C	A			.35	.75
DALLAS, TEX.	DAL	AA. FI-7-7391.	9,5,15,10,52,50A.	10000	A	A	C	G		.45	1.25
		BN. FI-1-5522.	52,5,9,7,10	2000	A	A	C			.45	1.25
		CO. FI-2-5601.	9,3	200	A	A	C			.45	1.25
		CN. FI-2-2609.	3	200	A	A	C			.45	1.25
		DL. Fleetwood 2-2631.	9,1-A,5,10,8,53	6000	A	A	C			.45	1.25
		TI. FI-1-5334.	3	150	A	A	C			.45	1.25
DANVILLE, ILL.	DNV	LC. Hickory 6-4727.	3	200	C					.60	1.25
		EA. 2711.	3,54.	200						.55	1.10
DANVILLE, VA.	DAN	FL. 7640.	19	100	C	C	REC	G		.55	1.10
		PI. SM 2-8571.	3	100	C	C	REC				
DAYTON, OHIO	DAY	See Moline, Ill.									
		CP. CPA.	3	200			C			.25	.60
		CP. 55.	6,9	200	C	C	C			.25	.60
		AA. Twin Oaks 8-5511.	9	500	C	A	C	G		.60	1.45
		DL. 10,9.	3	300	C	A	C			.60	1.45
		LC. Twin Oaks 8-5857.	3	200	C	A	C				
		TW. HE 4053.	3,8,7,19.	400	C	A	C			.60	1.45
		UA. TV 8-3692.	5,6	200	C	A	C			.60	1.45
		EA. CL-3-6541.	19,9,8,7.	200	A	A	JAX	G		.45	1.50
		NA. CLinton 2-0566.	9	200	A	A	JAX			.45	1.50
		CE. 3-7741.	3,54.	200						.45	1.10
DECATUR, ILL.	DEC	See Montrose, Calif.									
DEL MONTE, CALIF.	MRY	See Montrose, Calif.									
DELA, COLO.	MTJ	See Montrose, Colo.									
DEMING, N.M.	MTJ	See Silver City, N. Mex.									
DEMING, TEX.	SWI	See Sherman, Tex.									
DEVER, COLO.	DEN	BN. EA-2-7761.	5,9,10	500	A	A	C	G		.55	1.30
		CN. Dexter 3-4228.	3	200	A	A	C			.55	1.30
		CO. East 2-7771.	9,3,5,10,22	200	A	A	C			.55	1.30
		FL. Florida 5-3515.	3,9	200	A	A	C			.55	1.30
		TV. Dudley 8-1606.	8,7	250	A	A	C			.55	1.30
		UA. Dexter 3-7744.	9,5,15,6,10	6000	A	A	C			.55	1.30
		WA. EA 2-1833.	6	200	A	A	C			.55	1.30
DEWATER, LA.	DTT	See Montrose, Calif.								No Service Available	
DES MOINES, IOWA	DSM	BN. CH-3-0711.	9,3	500	A	A	OMA	G		.45	1.00
		CE. Atlantic 8-3654.	3,54.	200	A	A	OMA			.45	1.00
		UA. Atlantic 8-6711.	9,6	300	A	A	OMA			.45	1.00
DETROIT, MICH.	YIP	AA Service suspended.									
		CA. Woodward 3-8900.	3,4,8,22.	250	A	A	AC			.65	1.75
		EA. Logan 3-8400.	9,7,8,10,19,52.	200	A	A	AC			.65	1.75
		LC. Woodward 5-4700.	3	200	A	A	AC				
		MO. Hunter 3-3410.	9,3	200	A	A	AC			.65	1.75
		NO. Hunter 2-0620.	3,9	200	A	A	AC			.65	1.75
		TW. Woodward 2-7272.	8,19,7.	400	A	A	AC			.65	1.75
DETROIT (Metropolitan-Wayne County)	DTW	AA. Hunter 2-6890.	9,5,15,10,52.	6000	A	A	C	G		.65	1.75
		AL. Whitney 1-2900.	3,19.	150	A	A	AC			.65	1.75
		BOAC. WD-3-3435.						G		.60	1.45
		DL. Crestwood 4-1500.	53.	200	A	A	C			.65	1.75
		FT. Logan 2-9520.	23.	10000	C	A	AC			.65	1.75
		HW. Logan 2-7110.	11,6,10,15A,2.	2000	A	A	AC			.65	1.75
		PAA. Woodward 3-0800.	10.	600	A	A	AC			.60	1.55
		RD. Crestwood 8-1300.	1	6000	C	A	AC			.65	1.75
		UA. Hunter 3-3440.	9,5,15,10	3000	A	A	AC			.65	1.75
DEVIS LAKE, N.D.	DVL	NO. Mohawk 2-2721.	3	200	C	C				No Service Available	
DIAMOND, N.D.	DTK	FL. 5372.	3	200	A	C	GPK			No Service Available	
DIAMOND, CAL.	LX.	20.	20.	200							
DIAMOND CITY, IAN.	DOC	CO. Hunter 3-3321.	3	200	C	C	MKC	G		.65	1.25
DIAMOND, ALA.	DIN	EA. 5-1200.	19,9	200	A	A	PFN	G		.40	.85
		SO. 2-4870.	3	100	A	A	PFN			.40	.85
DIAMOND, ARIZ.	DUG	AA. Empire 4-3437.	5	250	C	C	AC	G		.35	.75
DIAMOND, WYO.	DOW	FL. 716.	3	200				DEN		No Service Available	
DIAMOND, OHIO	PHD	New Philadelphia 4-2729.	3	200							
DIAMOND, PA.	PSB	See Philipsburg, Pa.									
DIAMOND, IOWA	DBQ	CE. 3-9441.	3,54.	200	C	A				.65	1.50
DIAMOND, MINN.	DIN	NO. Randolph 2-6633.	3,9	200	C	C				.70	1.50
DIAMOND, OHA.	DUC	CN. Alpine 5-5800.	3	200	A	C	DAL			.50	1.00
DIAMOND, COLO.	DRO	FL. Cherry 7-2395.	3,9	200	C	C	DEN			No Service Available	
DIAMOND, B.C.	NDU	EA. 3-9241.	7,8,19,9	200	C	A	C	G		.70	1.50
		PI. 91981.	3	100	C	A	NDU-R	G			
		TC. 22A.	200	200	C	C				No Service Available	
DIAMOND, ONT.	YXR	See Allentown, Pa.								No Service Available	
DIAMOND, PA.	ABE	See Allentown, Pa.								No Service Available	
DIAMOND, WIS.	EAU	NO. Temple 4-1244.	3,9	200						No Service Available	
DIAMOND, TEX.	HMK	TI. MU-6-3707.	3	150	C					No Service Available	
DIAMOND, ALA.	YXD	TC. 28131.	13,3,12,22A,7A.	200	C	C	C			.30	1.00
		WA. 55-2120.	6	200	C	C	C			.30	1.00
		CP. Glendale 5-4197.	6	200	C	C	C			.50	1.00
		SO. 554171.	1,3,9	1000	C	C	C			.75	1.90
DIAMOND AIR FORCE BASE.	VFS	EL. 2111.	3	200	C	C				No Service Available	
DIAMOND, CAL.	IPL	EL. Elgin 2-4218.	3	200	C	C	SAN			No Service Available	
DIAMOND, ARK.	ELD	TT. UN 3-7273.	3	150	C		MDM			No Service Available	
DIAMOND CITY, N.C.	EOG	CA. 2396.	3	150	C	C	C			.40	1.00
DIAMOND, N. VA.	EKN	AA. 1100.	9	250	C		PIT			No Service Available	
DIAMOND, N.Y.	EKO	CA. Republic 8-5121.	9	200	C	A	SFO			No Service Available	
		MO. 9-3686.	3	150	C	C	STR	G		.40	1.10
		CA. 9-3656.	3	200	C	C	STR			.40	1.10
		CO. Prospect 8-3301.	5,10,52	600	A	C	AC	G		.35	1.10
		TT. Prospect 8-1951.	9,3,5,6,22,10	400	A	C	AC			.35	1.10
		UA. 3-1233.	3	150	A	C	AC			.35	1.10
		EL. AMhurst 4-4478.	9	200	C	A	SFO			No Service Available	
		CN. Adams 4-5474.	3	200	C	C	MEC			No Service Available	
		WC. Skyline 4-2522.	3	150		C	MEC			No Service Available	
		AL. 3-1617.	3,19.	150	C	A	C	G		.40	1.10
		CA. 3-1129.	3	250	C	A	C			.40	1.10
		LC. Temple 8-2034.	3	200	C	A	C			.40	1.10
		MO. 3-7754.	9	200	C	A	C			.40	1.10



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ESCANABA, MICH. . . . .	ESC	NO. . . . .	State 6-1362	3 . . . . .	200	C	C	OTH	G	No Service Available	
EUGENE, ORE. . . . .	EUG	UA. . . . .	Diamond 4-4221 . .	9 . . . . .	300	A	A	OTH	G	.45	.95
		WC. . . . .	Diamond 5-8506 . .	3 . . . . .	150	A	A	OTH	G	.45	.95
EUREKA, CAL. . . . .	ACV	PC. . . . .	Terrace 9-1521 . .	3,19 . . . . .	200	C	C	C	G	No Service Available	
EVANSVILLE, IND. . . . .	EVV	DL. . . . .	Harrison 4-4771 . .	9,3 . . . . .	300	A	A	C	G	.55	1.60
		EA. . . . .	HA-2-7880 . . . .	9,19,7 . . . . .	200	A	A	C	G	.55	1.60
FAIRBANKS, ALASKA . . . . .	FBI	ASA . . . . .	4220 . . . . .	3,5 . . . . .	1000					1.00	2.00
		NC. . . . .			600						
		PA. . . . .	3262 . . . . .	11 . . . . .							
FALL RIVER, MASS. . . . .	FVB	CP. . . . .									
FARGO, N.D. . . . .	FAR	See New Bedford, Mass.									
		NO. . . . .	Adams 2-3234 . . .	3 . . . . .	200	A	A	MSP		No Service Available	
FARMINGTON, N.H. . . . .	FMH	NW. . . . .	5-4277 . . . . .	4,6 . . . . .	200	A	A	MSP		No Service Available	
FAYETTEVILLE, ARK. . . . .	FYN	FL. . . . .	Davis 5-0681 . . .	3,9 . . . . .	200	C	C	DEN		No Service Available	
FAYETTEVILLE, N.C. . . . .	FAY	CM. . . . .	Hillcrest 2-7306 . .	3 . . . . .	200			MKG		.45	1.00
		NA. . . . .	Hemlock 2-8157 . .	9 . . . . .	200	C	A	RDU	G	.55	1.00
		PI. . . . .	ME 2-4171 . . . .	3 . . . . .	100	A	A	RDU		.55	1.00
FITCHBURGH, MASS. . . . .	FIT	NE. . . . .	2-6785 . . . . .	3 . . . . .	200	A	C	ORH		No Service Available	
FLAGSTAFF, ARIZ. . . . .	FLG	FL. . . . .	Phospect 4-6601 . .	3 . . . . .	200	C	C	DUG		No Service Available	
FLINT, MICH. . . . .	FNT	CA. . . . .	CEMar 5-4037 . . .	3,4,22 . . . . .	250	C		YIP		.50	1.50
FLORENCE, ALA. . . . .	MGL	See Sheffield, Ala. .							G	.35	.75
FLORENCE, S.C. . . . .	FLO	EA. . . . .	5255 . . . . .	19 . . . . .	200	C	A	CHS	G	No Service Available	
FONTANA, CAL. . . . .	FON	LX. . . . .		20 . . . . .	200						
FORESTVILLE, P.Q. . . . .	YFE	CP. . . . .		1,3,6,9 . . . . .	400						
FORT BRAGG, N.C. . . . .	FAY	See Fayetteville, N.C.									
FORT CAMPBELL, KY. . . . .	FOD	See Clarksville, Tenn.									
FORT DODGE, IOWA. . . . .	FOD	CZ. . . . .	5-0431 . . . . .	3,54 . . . . .	200					No Service Available	
FORT GOOD HOPE, N.W.T. . . . .	CP.	NE. . . . .	1,3,6,9 . . . . .	6 . . . . .	200					.80	1.40
FORT LAUDERDALE, FLA. . . . .	FLL	EA. . . . .	Jackson 3-8546 . .	7 . . . . .	200	C	A	MIA	A	.80	1.60
		NA. . . . .	Edison 5-9311 . . .	9,6 . . . . .	200	C	C	TPA		.50	1.00
FORT MYERS, FLA. . . . .	FMY	RD. . . . .	Edison 2-8061 . . .							.50	1.00
FORT NELSON, B.C. . . . .	YYE	CP. . . . .	CFA . . . . .	6,9 . . . . .	200		C	C		No Service Available	
FORT PIERCE, FLA. . . . .	FPR	RD-(Demand service)	Vero Beach 2345 . .		6000						
FORT RILEY, KAN. . . . .	MRK	See Manhattan, Kan. .									
FORT SILL, OKLA. . . . .	LAW	See Lawton, Okla. . .									
FORT SMITH, ARK. . . . .	FSM	BN. . . . .	Sunset 3-5171 . . .	9 . . . . .	200	A	A	MEM		.40	.85
		CN. . . . .	Sunset 2-3004 . . .	3 . . . . .	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX. . . . .	FST	TT. . . . .	157 . . . . .	3 . . . . .	150	C		ELP		No Service Available	
FORT ST. JOHN, B.C. . . . .	XYJ	CP. . . . .	117 . . . . .	6,9 . . . . .	500		C				
FORT WAYNE, IND. . . . .	PWA	DL. . . . .	Harrison 3352 . . .	3,9 . . . . .	300	A	C	TOL	G	.75	1.50
		TW. . . . .	Harrison 2204 . . .	19 . . . . .	400	A	C	TOL		.75	1.50
FORT WILLIAM, ONT. . . . .	YQT	UA. . . . .	Sherrwood 3133 . .	9 . . . . .	300	A	C	TOL		.75	1.50
FORTH WORTH, TEX. . . . .	ACF	AA. . . . .	2-0641 . . . . .	22A . . . . .	200	C	C	C		.50	1.00
		AA. . . . .	Atlas 4-2551 . . .	9,5,10,52 . . . .	600	A	A	DAL	G	.55	1.35
		BN. . . . .	AT-4-3261 . . . .	9,5 . . . . .	500	A	A	DAL		.55	1.35
		CO. . . . .	Atlas 4-3861 . . .	9,3 . . . . .	200	A	A	DAL		.55	1.35
		CN. . . . .	Atlas 4-2971 . . .	3 . . . . .	200	A	A	DAL		.55	1.35
		DL. . . . .	Atlas 4-6611 . . .	9,3,5,10 . . . . .	400	A	A	DAL		.55	1.35
		TT. . . . .	AT 4-3465 . . . .	3 . . . . .	150	A	A	DAL		.55	1.35
FRANKFURT, KY. . . . .	LEX	See Lexington, Ky. . .									
FRANKLIN, PA. . . . .	FKL	AL. . . . .	Idlewood 2-3125 . .	3 . . . . .	150	C				.50	1.50
FREDERICTON, N.B. . . . .	YFC	TC. . . . .	6613 . . . . .	22A . . . . .	200	C	A	C		.50	1.00
FRESNO, CALIF. . . . .	FAT	TW. . . . .	Adams 7-6174 . . .	8 . . . . .	250	A	A	SFO	G	.60	1.50
		UA. . . . .	Clinton 1-5522 . .	9 . . . . .	300	A	C	SFO		.60	1.50
FRIBISHER BAY . . . . .	MAR			1,3,4 . . . . .	500						
FULLETON, CALIF. . . . .	PUL	LX. . . . .		20 . . . . .	200					.70	1.40
GADSDEN, ALA. . . . .	GAD	SO. . . . .	LI 6-5285 . . . . .	3 . . . . .	100					No Service Available	
GAINESVILLE, FLA. . . . .	GRV	EA. . . . .	FR-2-0481 . . . .	19 . . . . .	20	A	C	JAX		No Service Available	
GALLUP, N.M. . . . .	GUP	FL. . . . .	Union 3-3312 . . .	3 . . . . .	200	C	A	ELP		No Service Available	
GALVESTON, TEX. . . . .	GLS	TT. . . . .	5-5062 . . . . .	3 . . . . .	150					No Service Available	
GAMBELL, ALASKA . . . . .	GAM	AS. . . . .		3 . . . . .	500						
GANDER, Nfld. . . . .	YQK	PAA . . . . .	723 . . . . .	6 . . . . .	600	C	C	A			
		KL. . . . .		3,1,4 . . . . .	500	A	A	A			
		MAR . . . . .	935 . . . . .	15 . . . . .		C	C	A			
		SK. . . . .		6 . . . . .	600	C	C	A			
		SN. . . . .	723 . . . . .	13,7A,22A . . . .	200	C	C	A		.35	.75
		SR. . . . .	913 . . . . .	8,7 . . . . .	250	C	C	A		No Service Available	
		TC. . . . .	713 . . . . .	200 . . . . .	200	C	C	DEN		No Service Available	
GARDEN CITY, KAN. . . . .	GCK	CO. . . . .	Bridge 6-5132 . . .	3 . . . . .							
GLADEWATER, TEX. . . . .	GOG	See Longview, Tex. . .									
GLENDIVE, MONT. . . . .	GDV	FL. . . . .	Empire 5-3146 . . .	3 . . . . .	200	A	A	GTF		No Service Available	
GLENS FALLS, N.Y. . . . .	GFL	EA. . . . .	2-5855 . . . . .	19,8 . . . . .	200	C	C	ALB		No Service Available	
		MO. . . . .	2-1184 . . . . .	3 . . . . .	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB. . . . .	YYR	TC. . . . .	TGA . . . . .	13 . . . . .	200					No Service Available	
		MAR . . . . .	6-2121 . . . . .								
GRAND CANYON, ARIZ. . . . .	VLE	BL, (Seasonal) . . . .	Valle 3 . . . . .								
GRAND FORKS, N.D. . . . .	GRF	NW. . . . .	4-4629 . . . . .	4 . . . . .	200	C	A	A		No Service Available	
GRAND ISLAND, NEB. . . . .	GRI	NO. . . . .	2-1711 . . . . .	3 . . . . .	200	A	C	C		No Service Available	
		FL. . . . .	DU 2-2750 . . . .	3,9 . . . . .	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO. . . . .	GJT	FL. . . . .	Chapel 2-5879 . . .	3,9 . . . . .	200	C		DEN		.75	1.00
		UA. . . . .	Chapel 3-3112 . . .	6 . . . . .	200	C		DEN		.75	1.00
GRANDE PRAIRIE, ALTA. . . . .	YQU	CP. . . . .	2031 . . . . .	9 . . . . .	200	C	C				
GRAND RAPIDS, MICH. . . . .	GRR	CA. . . . .	Cherry 3-0108 . . .	3,4,22 . . . . .	250	A	A	MKG	G	.55	1.35
		FT. . . . .	Cherry 1-2221 . . .	Served through DTV						.65	1.25
		LC. . . . .	Cherry 1-4477 . . .	3 . . . . .	200	A	A	MKG		.55	1.35
		NO. . . . .	Cherry 1-2441 . . .	3 . . . . .	200	A	A	MKG		.55	1.35
GREAT BEND, KAN. . . . .	GBD	CO. . . . .	Gladstone 3-4776 . .	3 . . . . .	200	C	C			No Service Available	
GREAT FALLS, MONT. . . . .	GTF	NW. . . . .	Glendale 3-6501 . .	6 . . . . .	200	A	A	AC	G	.55	1.00
		FL. . . . .	Glendale 3-4844 . .	3 . . . . .	200	A	A	AC		.55	1.00
		WA. . . . .	Glendale 3-4355 . .	6,9 . . . . .	200	A	A	AC		.55	1.00
		WC. . . . .	GL 4-1396 . . . . .	3 . . . . .	150	A	A	AC		.55	1.00
GREEN BAY, WISC. . . . .	GRB	NO. . . . .	Hemlock 5-5366 . .	3,9 . . . . .	200	C	C	C		No Service Available	
GREENSBORO, N.C. . . . .	GSO	CA. . . . .	Broadway 3-8646 . .	3,22 . . . . .	150	C	A	INT	G	.75	1.50
		EA. . . . .	BR-5-6688 . . . .	19,8 . . . . .	200	C	A	INT		.75	1.50
		PI. . . . .	Broadway 3-3417 . .	3 . . . . .	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS. . . . .	GLH	SO. . . . .	2-2612 . . . . .	3 . . . . .	100	C				No Service Available	
GREENVILLE, S.C. . . . .	GRL	DL. . . . .	CE-2-8213 . . . .	3 . . . . .	200	A	A	ATL	G	.40	.85
		EA. . . . .	9-3061 . . . . .	19,9,8 . . . . .	200	A	A	ATL		.40	.85
GREENWOOD, MISS. . . . .	GRW	SO. . . . .	CEdar 3-0173 . . .	3 . . . . .	100					No Service Available	
GREENWOOD, S.C. . . . .	GRD	SO. . . . .	2218 . . . . .	3 . . . . .	100	A				No Service Available	
GREYSBULL, WYO. . . . .	GEY	FL. . . . .	9-3191 . . . . .	3 . . . . .	100					.45	.85
GRINDSTONE. . . . .	GEY	MAR . . . . .	Porter 5-2082 . . .	3 . . . . .	200	C	C	GTF			
GULFPORT, MISS. . . . .	GPT	NA. . . . .	University 4-1554 . .	1,3,4 . . . . .	500						
		SO. . . . .	UNI-4-2323 . . . .	17 . . . . .	100	C	C	C	G	.55	1.15
GUYMON, OKLA. . . . .	GUY	CN. . . . .	UNI-4-2323 . . . .	3 . . . . .	100	C	C	C		.55	1.15
GUNNISON, COLO. . . . .	GUC	FL. . . . .	672 . . . . .	3 . . . . .	200					.50	
HAGERSTOWN, MD. . . . .	HGR	AL. . . . .	145 . . . . .	3 . . . . .	200	A	C	DEN		No Service Available	
HALIFAX, N.S. . . . .	YKF	TC. . . . .	Regent 3-6700 . . .	3,19 . . . . .	150	C			G	.50	.75
		MAR . . . . .	2-7411 . . . . .	13,22A . . . . .	200	C	C	C		.50	1.00
			6-2306 . . . . .	3,1,4 . . . . .	500	A	A	A			

# U.S.A. AND CANADIAN CITY DIRECTORY

QTY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Roll Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Available		HAMILTON, ONT.	TYZ	TC.						.90	1.75
1.95		HAMPTON, VA.	PHF	See Newport News, Va.							
1.95		HANDCOCK, MICH.	---	See Houghton, Mich.							
1.60		HANOVER, N.H.	LEB	See Quincy, Ill.							
1.60		HARLINGEN, TEX.	HRL	See White River Jet., Vt.							
2.00		HARRISBURG, PA.	HAR	GA 3-4200	3			SAT		.50	1.00
				AL.	3,19.	A	C	BAL	G	.40	1.35
				CA.	3			BAL		.40	1.35
				TV.	19.	A	C	BAL		.40	1.35
				CN.	200			STL		No Service Available	
				AA.	3000	A	C	C	G	No Service Available	
				EA.	9,15,5	A	C	C		.65	1.25
				FT.	200	A	C	C		.65	1.25
				NE.	23.	A	C	C		.65	1.25
				TV.	200	A	C	C		.65	1.25
				UA.	8,19.	A	C	C		.65	1.25
				FL.	9,5,10,15,6	A	C	C		.65	1.25
				DL.	2-2312.			OMA		No Service Available	
				BL.	3	A	C	MSY		.50	1.00
				CP.	3	C	C	SFO		No Service Available	
				GEA.	3						
				AL.	1,3,6,9					.30	1.25
				TT.	3			MEM		No Service Available	
				HEE.	3	A		GTF	G	.45	1.10
				NW.	4	A	A	GTF		.45	1.10
				WA.	9					.45	1.10
				See Asheville, N.C.							
				See Marion Ill.							
				NO.	3					No Service Available	
				PI.	3			INT		No Service Available	
				CA.	3						
				EA.	3						
				PI.	3						
				CO.	3			ELP		.60	1.25
				See Alamogordo, N.M.							
				See Springfield, Mass.							
				PN.	3					.75	1.00
				NW.	6			AC		.65	1.25
				PAA.	11,2,10,50.			AC			
				UA.	6,10.			C			
				HA.	11,10			C			
				JL.	6,10.			C			
				See Clarksville							
				See Aberdeen, Wash.							
				CN.	3			MEM			
				DL.	9			MEM		No Service Available	
				TT.	3			MEM		No Service Available	
				FL.	3			DEN		No Service Available	
				NO.	3			C		No Service Available	
				NE.	3			C		.35	.75
				AA.	3			C		.55	1.25
				BN.	3			C		.55	1.25
				CO.	3			C		.55	1.25
				DL.	3			C		.55	1.25
				EA.	3			C		.55	1.25
				WVA.	3			C		.55	1.25
				KIM.	3			C		.55	1.25
				WA.	3			C		.55	1.25
				PAA.	3			AC		.55	1.25
				TT.	3			C		.55	1.25
				AL.	3			C		.55	1.25
				EA.	3			C		.55	1.25
				PI.	3			C		.55	1.25
				CA.	3			C		.55	1.25
				EA.	3			C		.55	1.25
				SO.	3			C		.55	1.25
				See Silver City N.M.							
				NO.	3			MSP		No Service Available	
				WA.	3			MSP		No Service Available	
				CO.	3			MKC		.55	1.25
				NE.	3			EWB		No Service Available	
				FL.	3			GTF		.45	1.10
				WC.	3			GTF		.45	1.10
				WA.	3			GTF		.45	1.10
				FL.	3			DEN			
				AA.	3			C		.45	1.35
				DL.	3			C		.45	1.35
				EA.	3			C		.45	1.35
				IC.	3			C		.45	1.35
				CO.	3			C		.45	1.35
				RD. (Service Suspended).						.45	1.35
				TV.	3			C		No Service Available	
				INL.	3			C		No Service Available	
				PC.	3			C		No Service Available	
				CO.	3			C		No Service Available	
				IMT.	3			C		No Service Available	
				NO.	3			C		No Service Available	
				MO.	3			C		No Service Available	
				JEN.	3			C		No Service Available	
				DL.	3			C		.55	1.35
				SO.	3			C		.55	1.35
				TT.	3			C		.55	1.35
				FL.	3			C		No Service Available	
				DL.	3			C		.65	1.25
				EA.	3			C		.65	1.25
				NA.	3			C		.65	1.25
				NE.	3			C		.65	1.25
				RD. (Service Suspended).							
				SO.	3			C		.65	1.25
				AL.	3			C		.50	1.35
				NW.	3			C		No Service Available	
				See Beloit, Wisc.						No Service Available	
				JE.	3					.55	1.10
				See Bristol, Va.							
				AL.	3			C		.50	1.25
				AA.	3			C		.40	.85
				CN.	3			C		.40	.85
				OZ.	3			C		.40	.85
				AS.	3			C			
				PA.	3			C			
				PA.	3			C			
				See Manhattan, Kan.							
				NO.	3			C		No Service Available	
				NW.	3			C		No Service Available	
				WC.	3			C		No Service Available	
				CP.	3			C			
				BL.	3			C			
				BN.	3			C			
				CO.	3			C			
				CN.	3			C			
				DL.	3			C			

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO. . . . .	MKC	FL. . . . .	VI 2-6252	3	200	A	A	C		.70	1.55
(Concluded)		OZ. . . . .	GRand 1-6519	3	200	A	A	AC		.70	1.55
		TW. . . . .	GRand 1-4400	3	4000	A	A	AC		.70	1.55
		UA. . . . .	GRand 1-1133	3	200	A	A	AC		.70	1.55
KEARNEY, NEB. . . . .	KAR	FL. . . . .	CE 6-2921	3	200			DEN			
KEENE, N.H. . . . .	KEH	MO. . . . .	1910. . . . .	3	100	C	C	BOS		.65	1.10
		NE. . . . .	Elmwood 2-1030	3	200	C	C	BOS		.65	1.10
KELOWNA, B.C. . . . .	YKX	CP. . . . .	6025. . . . .	3	200					.25	.45
KENAI, ALASKA . . . . .	ENA	PN. . . . .	206. . . . .	3	200					.75	1.00
KENNEWICK, WASH. . . . .	PSC	See Pasco, Wash.									
KERRVILLE, TEX. . . . .	ERV	TT. . . . .	CL 7-4050	3	150	C		SAT		No Service	Available
KETCHIKAN, ALASKA . . . . .	KTN	PAA. . . . .	3131. . . . .	11	600			A			
		PN. . . . .	3138. . . . .	8,16.							
		NA. . . . .	Cypress 6-5510	9	200	A	C	AC		No Service	Available
KEY WEST, FLA. . . . .	ETW	See Longview.									
KILGORE, TEX. . . . .	GGG	CP. . . . .	LU 2-3511	9	200					No Service	Available
KIMBERLY, B.C. . . . .	YKC	PN. . . . .	4. . . . .	3	200					.60	1.00
KING SALMON, ALASKA . . . . .	AKN	BL. (Service Suspended)	Skyline 3-3630	3	200	C	C	LAX		No Service	Available
KINGMAN, ARIZ. . . . .	IGM	See Iron Mountain, Mich.									
KINGSFORD, MICH. . . . .	---	FL. . . . .	Circle 6-4107	3	See Bristol.						
KINGSFORD, TENN. . . . .	TRI	TT. . . . .	Jackson 3-5006	3	100	C	C	RDU		No Service	Available
KINSTON, N.C. . . . .	ISO	CP. . . . .	220. . . . .	3,9	200			C		1.00	1.00
KITIMAT, B.C. . . . .	YKI	WC. . . . .	TU 4-7332	3	150	A	C	OTH		.55	1.50
KLAMATH FALLS, ORE. . . . .	LMT										
KNOXVILLE, TENN. . . . .	TYB	AA. . . . .	7-6264. . . . .	9,5	500	C	C	CHA	G	.45	1.10
		CA. . . . .	7-5521. . . . .	3,22,8.	250	C	C	CHA		.45	1.10
		DL. . . . .	7-6661. . . . .	9,3	400	C	C	CHA		.45	1.10
		FI. . . . .	7-2571. . . . .	3	100	C	C	CHA		.45	1.10
KODIAK, ALASKA . . . . .	NHB	PN. . . . .	4131. . . . .	3						.75	1.00
KOKOMO, IND. . . . .	OKK	LC. . . . .	Gladstone 2-3202	3	200	C					
KOTZEBUE, ALASKA . . . . .	OTZ	AS. . . . .		3	500						
LA CONIA, N.H. . . . .	LCL	NE. . . . .	2475. . . . .	3	200	C		LAM		No Service	Available
LA CROSSE, WISC. . . . .	LSE	NO. . . . .	4-5680. . . . .	3	200	C	C			No Service	Available
LA FAYETTE, IND. . . . .	LAF	LC. . . . .	Riverside 3-1841	3	200	C					
LA FAYETTE, LA. . . . .	LFT	EA. . . . .	CE-5-8536	19,9.	200	A		BTR	G	.55	1.10
		TT. . . . .	CE 4-5252	3	150	A		BTR		.55	1.10
LA GRANDE, ORE. . . . .	LGD	WC. (Service Suspended)	Woodland 3-5532	3	150	C	C	GTG		No Service	Available
LA JUNTA, COLO. . . . .	LHX	CO (Service Suspended)	725. . . . .	3	200	C	C	DEN		No Service	Available
LAGUNA BEACH, CALIF. . . . .	SNA	See Santa Ana, Calif.									
LAKE CHARLES, LA. . . . .	LKC	EA. . . . .	HE-6-3656	19,9.	200	A		C	G	.55	1.35
		NA. . . . .	HE 3-8511	3	150	A	A	C		.55	1.35
LAKELAND, FLA. . . . .	LAL	RD. . . . .	MUtual 5-0691	9	200	C	C	TPA	G	.50	1.00
		WH-7-2211	MUtual 3-5875							.50	1.00
LAKEVIEW, ORE. . . . .	LKV	WC. . . . .	WH-7-2211	3	150	C	C	PKR		No Service	Available
LAKE PLACID, N.Y. . . . .	SLK	EA. . . . .		19.	200	C	C	MAL		No Service	Available
LAMAR, COLO. . . . .	LAA	CN. . . . .	167. . . . .	3	200			DEN			
LANCASTER, CAL. . . . .	See Palmdale, Calif.										
LANCASTER, PA. . . . .	LNS	AL. . . . .	Lowell 9-0461	3,19.	150	C			G	.55	1.35
		EA. . . . .	10-9-0446	19.	200					.55	1.35
LAND O' LAKES, WISC. . . . .	LNL	Served through Rhinelander, Wisc. only									
LANDER, WYO. . . . .	RTW	See Riverton, Wyo.									
LANSING, MICH. . . . .	LAN	CA. . . . .	Ivanhoe 5-2744	3,4,22.	250	A	A	YIP	G	.55	1.35
		NO. . . . .	Ivanhoe 4-7467	3	200	A	A	YIP		.55	1.35
LARAMIE, WYO. . . . .	LAR	FL. . . . .	Franklin 5-5696	3	200	C	C	DEN		No Service	Available
LARDO, TEX. . . . .	LRO	TT. . . . .	3-3645. . . . .	3	150	A	A	AC		.60	1.25
LAS VEGAS, NEV. . . . .	LAS	BL. . . . .	Dudley 2-8811	3	200	C	C	LAX	G	.75	1.45
		FC. . . . .		19.	200	C	C	LAX		.75	1.45
		TW. . . . .	Dudley 2-7306	8,7	250	C	C	LAX		.75	1.45
		UA. . . . .	Dudley 2-0505	10,6,5.	400	C	C	LAX		.75	1.45
		WA. . . . .	Dudley 2-2100	9,6	200	C	C	LAX		.75	1.45
LAUREL, MISS. . . . .	LUL	SO. . . . .	3440. . . . .	3	100					.60	1.20
LAWRENCE, MASS. . . . .	LWM	NE. . . . .	Murdoch 3-3141	3	200	A	C	LAM		.35	.75
LAWTON, OKLA. . . . .	LAW	CO. . . . .	EL 3-4512	9,3	200	C	A	DAL		No Service	Available
		CN. . . . .	Elgin 3-8600	3	200	C				No Service	Available
LEBANON, N.H. . . . .	LEB	See White River Jet.									
LENIOR, N.C. . . . .	HKY	See Hickory, N.C.									
LETHBRIDGE, ALTA. . . . .	YQL	TC. . . . .	FA-7-2711	3	200	C	C	C		.35	.75
LEWISTON, IDA. . . . .	LWS	WC. . . . .	Lewiston 3-1545	3	150	A	C	FGM		No Service	Available
LEWISTON, ME. . . . .	LWE	NE. . . . .	3-2031. . . . .	3	200	C	C	PWM		.50	1.00
LEWISTOWN, MONT. . . . .	LWT	FL. . . . .	Keystone 8-9621	3	200	C	C	GTG		No Service	Available
LEXINGTON, KY. . . . .	LEX	DL. . . . .	4-5569. . . . .	9,3	250	C	C	CVG	G	.65	1.60
		EA. . . . .	4-5795. . . . .	19.	200	C	C	CVG		.65	1.60
		PI. . . . .	51920. . . . .	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN. . . . .	LBL	CN. . . . .	Main 4-5671	3	200		A			No Service	Available
LIMA, OHIO . . . . .	LIA	LC. . . . .	Capital 5-0075	3	200						
LINCOLN, NEB. . . . .	LNK	BN. . . . .		3,9	200	A	C	OMA		.50	1.10
		FL. . . . .	2-5391. . . . .	3,9	200	A	C	OMA		.50	1.10
		UA. . . . .	Lincoln 5-4371	9,6	300	A	C	OMA		.50	1.10
LITTLE ROCK, ARK. . . . .	LIT	AA. . . . .	Franklin 4-9333	9,5	250	A	A	MEM	G	.45	1.10
		BN. . . . .	FR-2-0207	9	200	A	A	MEM		.45	1.10
		CN. . . . .	Franklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL. . . . .	Franklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT. . . . .	FR 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH . . . . .	LGU	WC. . . . .	2944. . . . .	3	150	C	A	GTG		No Service	Available
LOGANSFORD, IND. . . . .	See Kokomo, Ind.										
LONDON, KY. . . . .	LOZ	FL. . . . .	VO 4-2250	3	100			SDF		.35	.75
LONDON, ONT. . . . .	YXU	TC. . . . .	2-3491. . . . .	22A	200	C	C	C		.50	1.00
LONG BEACH, CALIF. . . . .	LGB	LX . . . . .		20.	200	C	A	LAX			
		UA. . . . .	Harrison 1-8211	9	200	A	A	LAX		.75	1.55
		WA. . . . .	Harrison 1-8271	6	200	A	A	LAX		.80	1.60
LONG BRANCH, N.J. . . . .	BLM	See Asbury Park, N.J.									
LONGVIEW, TEX. . . . .	GGG	TT. . . . .	MI 3-2441	3	150	A	C	DAL		.50	1.35
LOS ANGELES, CALIF. . . . .	LAX	AA. . . . .	Madison 6-0201	5,15,10,50A	10000	A	A	C	G	.75	1.55
		BL. . . . .	SPring 6-2040	3	200	A	A	C		.75	1.55
		CO. . . . .	ORegon 8-3943	10,22	200	A	A	C		.75	1.55
		CMA. . . . .	MA 6-8484	5		A	A	C		.75	1.55
		SK. . . . .	ORegon 4-4300	10.	1000	A	A	C		.75	1.55
		LX. . . . .		20.	200	A	A	C		.75	1.55
		PAA. . . . .	MA 6-8484	11,5,6,10,2,50.	5000	A	A	AC		.75	1.55
		PC. . . . .	SPring 6-0440	3,19.	200	A	A	C		.75	1.55
		SAS. . . . .		5,6,10,9.						.75	1.55
		TW. . . . .	Michigan 9441	8,7,8A,50	4000	A	A	C		.75	1.55
		UA. . . . .	ORegon 8-2511	9,5,6,10,15,8	6000	A	A	C		.75	1.55
		WA. . . . .	SPring 6-2345	6,52.	200	A	A	C		.80	1.60
(Lockheed Air Terminal)											
	BUR	AA. . . . .	Madison 0201	5,15,10	6000	A	A	C	G	.75	1.55
		FTL. . . . .	Stanley 7-3411	23.	10000	A	A	C		.75	1.55
		LX . . . . .		20.	200	A	A	C		.75	1.55
		PC. . . . .	ORegon 8-1206	3,19.	200	A	A	C		.75	1.55
		UA. . . . .	Stanley 7-3780	5	300	A	A	C		.75	1.55
		WA. . . . .	Thornhill 2-2101	6	200	A	A	C		.80	1.60
LOUISVILLE, KY. . . . .	SDF	AA. . . . .	EMerson 8-1666	9,5	500	A	A	C	G	.60	1.30
		DL. . . . .								.60	1.30
		EA. . . . .		5,9	300	A	A	C		.60	1.30
		CE. . . . .	EM-8-1646	8,7,19,9.	200	A	A	C		.60	1.30
		FL. . . . .	EMerson 8-9955	3,54.	200	A	A	C		.60	1.30
		RD. (Service Suspended)		3	100	A	A	C	G	.60	1.30
		TW. . . . .	JUniper 3-5327	8,19.	400	A	A	C		.60	1.30
LOVELL, WYO. . . . .	POT	See Powell, Wyo.									



U.S.A. AND CANADIAN CITY DIRECTORY												
QTY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		
										Per 100 Lb.	Minimum	
1.55	LBB	BN.	FO 5-7428	9,5	200	A	A	DAL	...	.80	1.35	
1.55		CO.	FO 3-4646	9,3	200	A	A	DAL	...	.80	1.35	
1.55		CM.	FO 3-9457	3	200	A	A	DAL	...	.80	1.35	
1.55		TT.	3-4521	3	150	C	...	...	...	...	...	
1.10	LFK	FL.	288	3	200	...	...	...	...	No Service Available	...	
1.10	LSK	PL.	Victor 6-6575	3	100	C	C	RIC	G	.75	1.75	
1.10	LYH	DL.	3-6731	9,3	250	C	C	ATL	G	.50	1.35	
.85	MCN	EA.	2-8701	19,9	...	C	C	ATL	...	.50	1.35	
1.00	MSN	NO.	Cherry 4-6201	3	100	A	A	MKE	...	No Service Available	...	
Available		NW.	Cherry 9-4816	6,4,15A	500	A	A	MKE	...	No Service Available	...	
Available		OZ.	Cherry 9-6441	3,54	200	A	A	MKE	...	No Service Available	...	
Available		TT.	711	3	150	C	C	DAL	...	No Service Available	...	
Available		NE.	National 3-7201	3	200	C	C	BOS	...	No Service Available	...	
Available		See Bismark, N.D.	...	...	...	...	...	...	...	...	...	
Available	AGO	CO.	Prospect 8-2152	3	200	C	C	MKC	...	No Service Available	...	
Available	BIS	NO.	Murray 4-5657	3	200	C	C	...	...	No Service Available	...	
Available	MRK	NO.	3708	3	200	C	C	...	...	No Service Available	...	
Available	MTW	NO.	Lafayette 4-7411	3	200	...	...	...	...	No Service Available	...	
Available	MKT	NO.	235	3	150	C	...	...	...	No Service Available	...	
Available	MSP	TT.	Hudson 2-2726	3	100	C	C	ELP	...	.50	1.00	
Available	MAI	NA.	Dike 5-6350	3	...	...	...	...	...	...	...	
Available	MAI	See Parkersburg, W.Va.	...	...	...	...	...	...	...	...	...	
Available	PKB	See Menominee, Wisc.	...	...	...	...	...	...	...	...	...	
Available	MMN	OZ.	714	3,54	200	C	...	...	...	No Service Available	...	
Available	MIN	LC.	Orleans 4-6585	3	200	C	...	...	...	...	...	
Available	MEZ	LC.	2-2575	3	200	C	...	...	...	...	...	
Available	MMN	NO.	Ghanite 5-4194	3	200	C	C	...	...	No Service Available	...	
Available	MOT	TT.	4-4336	3	150	C	...	DAL	...	No Service Available	...	
Available	ASL	NE.	Vineyard Haven 1400	3	200	C	C	EWB	...	No Service Available	...	
Available	MYV	PC.	Sherwood 3-5487	3	200	C	C	SFO	...	No Service Available	...	
Available	MYV	OZ.	1095	3,54	200	A	...	MSP	...	.55	1.50	
Available	MCW	EA.	Rockwall 4-0505	19	200	C	C	A	...	No Service Available	...	
Available	MSS	QBA	...	3	400	...	...	...	...	...	...	
Available	YMQ	OZ.	Adams 4-7100	3,54	200	C	...	...	...	No Service Available	...	
Available	MTU	CPA	...	3	200	...	C	...	...	...	...	
Available	YMA	CH.	Garden 3-4758	3	200	C	C	DAL	...	No Service Available	...	
Available	MIC	MI	6-3707	3	150	...	...	BHD	...	No Service Available	...	
Available	MCK	WC.	...	3	150	...	...	GEG	...	No Service Available	...	
Available	MCK	FL.	96	3	1000	...	...	QMA	...	No Service Available	...	
Available	MCK	AS.	SP 2-6161	3,19	200	C	C	OTH	...	.55	1.60	
Available	MCK	PC.	SPR 3-6233	9	300	C	C	OTH	...	.55	1.60	
Available	MCK	UA.	2-7269	3	150	C	C	OTH	...	.55	1.60	
Available	MCK	WC.	Jackson 6-2605	3	200	C	C	C	...	.70	.75	
Available	YDH	EA.	765	19,9	200	A	C	FBI	...	No Service Available	...	
Available	YDH	NA.	Parkway 3-6444	9	200	A	C	FBI	...	No Service Available	...	
Available	MEM	AA.	Whitehall 8-3374	9,5,15	8000	A	A	C	G	.55	1.35	
Available	MEM	BN.	WH-6-8395	9	200	A	A	C	...	.55	1.35	
Available	MEM	CA.	Whitehall 8-0393	22,9	250	A	A	C	...	.55	1.35	
Available	MEM	DL.	WH-8-2606	9,3,5,19,1-A,32	6000	A	A	C	...	.55	1.35	
Available	MEM	EA.	WH-2-2489	8,19,9	200	A	A	C	...	.55	1.35	
Available	MEM	SO.	WH-8-1440	3	200	A	A	C	...	.55	1.35	
Available	MEM	TT.	WH-6-2535	3	150	A	A	C	...	.55	1.35	
Available	MEM	NO.	Union 3-6677	3	200	C	C	...	...	No Service Available	...	
Available	MEM	UA.	Handolph 2-8011	9	200	C	C	SPO	G	.50	1.00	
Available	MEM	DL.	2-3141	9,3	300	A	C	BHM	...	.35	.75	
Available	MEM	AA.	22-12-22	5,15,10	600	...	...	A	...	...	...	
Available	MEM	EA.	22-77-70	10	200	...	...	A	...	...	...	
Available	MEM	PAA	46-46-60	5,6,2	5000	...	...	A	...	...	...	
Available	MEM	WA.	46-90-40	6	200	...	...	A	...	...	...	
Available	MEM	CHA	12-21-96	3,4,5	...	...	...	A	...	...	...	
Available	MEM	AEROMAVES	18-50-40	3,4,5,8,9,14A	...	...	...	A	...	...	...	
Available	MIA	Avianca	NE 3-2491	7,4	660	...	...	A	...	...	...	
Available	MIA	BN.	NE-4-1951	5,10	500	A	A	AC	G	.80	1.60	
Available	MIA	BA.	Newton 4-4573	22	700	A	A	AC	...	.80	1.60	
Available	MIA	CA.	...	22	200	...	...	...	...	...	...	
Available	MIA	CU.	TU 7-4341	1,3,8,14A,22	200	A	A	AC	...	.80	1.60	
Available	MIA	DL.	NE-5-2661	5,10,14,53	6000	A	A	AC	...	.80	1.60	
Available	MIA	EA.	Newton 4-3571	19,7,8,16,10,19,52,9	500	A	A	AC	...	.80	1.60	
Available	MIA	Quest	...	8	200	...	...	...	...	...	...	
Available	MIA	KL.	Franklin 3-8455	5	550	A	A	AC	...	.80	1.60	
Available	MIA	NE.	NE 3-2491	1,9	...	A	A	AC	...	...	...	
Available	MIA	NE.	Newton 4-0696	9,5,6,10,52,7	400	A	A	AC	...	.80	1.60	
Available	MIA	NE.	Newton 3-2431	6,22	200	A	A	AC	...	.80	1.60	
Available	MIA	NW.	...	6,10,52	200	...	...	...	...	...	...	
Available	MIA	PAA	NE 3-2491	2,6,10	10000	A	A	AC	...	.80	1.60	
Available	MIA	RD.	Tuxedo 7-3501	1,15	10000	A	A	AC	...	.80	1.60	
Available	MIA	RN.	88-6743	...	10000	A	A	AC	...	.80	1.60	
Available	MIA	TV.	Newton 3-6511	7,50	400	A	A	AC	...	.80	1.60	
Available	MIA	VE.	...	...	10000	A	A	AC	...	.80	1.60	
Available	MIA	AVENSA	...	1,6	...	A	A	AC	...	...	...	
Available	MIA	AA.	MUTual 4-8281	9,5	250	C	C	ELP	...	.40	1.25	
Available	MIA	CO.	MUTual 2-4355	9,3	200	C	C	ELP	...	.40	1.25	
Available	MIA	FL.	Cedar 2-1401	3	200	C	C	GTF	...	No Service Available	...	
Available	MIA	AA.	Sheridan 4-9855	9	250	A	A	C	G	.60	1.65	
Available	MIA	CA.	Sheridan 4-3327	3,22	250	A	A	C	...	.60	1.65	
Available	MIA	FT.	Humboldt 3-9000	Served through MEM	10000	A	A	C	...	.60	1.65	
Available	MIA	NO.	Humboldt 1-0500	3,9	200	A	A	C	...	.60	1.65	
Available	MIA	NW.	Humboldt 3-0443	11,6,4,15A,10,52,2	2000	A	A	C	...	.60	1.65	
Available	MIA	OZ.	Humboldt 3-3210	3,54	200	A	A	C	...	.60	1.65	
Available	MIA	UA.	Humboldt 1-3800	9,5	300	A	A	C	...	.60	1.65	
Available	MIA	Humboldt	1-3809	...	...	...	...	...	...	...	...	
Available	MSP	BN.	PA-4-8748	9,3,5	500	A	A	C	G	.55	1.30	
Available	MSP	CA.	Parkway 1-1831	22	150	A	A	C	...	.55	1.30	
Available	MSP	FT.	Parkway 9-8321	1	6000	A	A	C	...	.55	1.30	
Available	MSP	NO.	Parkway 2-8281	3,9	200	A	A	C	...	.55	1.30	
Available	MSP	NW.	Parkway 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C	...	.55	1.30	
Available	MSP	OZ.	Parkway 1-4456	3,54	200	A	A	C	...	.55	1.30	
Available	MSP	WA.	Parkway 1-3383	9,6,52	200	A	A	C	...	.55	1.30	
Available	MSP	FL.	TE 8-0225	...	200	...	...	MSP	...	No Service Available	...	
Available	MSP	NO.	2-8212	3	200	...	...	MSP	...	No Service Available	...	
Available	MSP	See McAllen, Tex.	...	...	...	...	...	...	...	...	...	
Available	MSP	NW.	2-2471	4	200	C	A	GTF	...	No Service Available	...	
Available	MSP	NO.	Wyman 6-8283	3	200	C	C	...	...	No Service Available	...	
Available	MSP	FL.	AL 3-6401	...	200	C	C	DBH	...	...	...	
Available	MSP	CA.	Greenwood 9-6276	22	200	A	A	C	G	.55	1.60	
Available	MSP	EA.	GR-9-1401	7,8,19,9,16,52	200	A	A	C	...	.55	1.60	
Available	MSP	NA.	Garden 6-4401	9,17	400	A	A	C	...	.55	1.60	
Available	MSP	SO.	GR-7-3637	3	100	A	A	C	...	.55	1.60	
Available	MSP	UA.	Lambert 3-3211	9	200	A	A	SFO	...	.90	1.25	
Available	MSP	OZ.	2-7591	3,54	200	A	C	FIA	...	.55	1.25	
Available	MSP	UA.	Moline 2-7701	9,6	300	A	C	FIA	...	.55	1.25	
Available	MSP	TC.	EV-4-9151	13,22A	200	C	C	C	...	.90	1.00	
Available	MSP	MAR	4-9181	...	...	...	...	...	...	...	...	
Available	MSP	See Asbury Park, N.J.	...	...	...	...	...	...	...	...	...	
Available	MSP	DL.	FA-3-5116	9,3	300	C	C	MSY	...	.60	1.20	
Available	MSP	SO.	FA-5-4601	3	200	C	C	...	...	.60	1.20	
Available	MSP	TT.	...	3	400	C	C	...	...	.60	1.20	
Available	MSP	QBA	...	3	...	...	...	...	...	...	...	
Available	MSP	FL.	Ulater 2-2341	3	200	C	C	DEN	...	No Service Available	...	

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MONTEREY, CAL.	MEY	PC.	Frontier 2-7571	3,19	200	A	C	SFO	G	.55	1.10
MONTEGOMERY, ALA.	MMH	UA.	Frontier 5-3157	9	300	A	C	SFO	...	.55	1.10
MONTPELIER, VT.	MPV	DL.	AM-4-7313	9,3	200	A	A	MEY	G	.40	.85
MONTREAL, QUE.	YUL	EA.	CH-7-7361	19,8,9	200	A	A	MEY	...	.40	.85
		NE.	Capitol 3-2395	3	200	A	C	BTY	...	No Service Available	
		UN-6-2364	UN-6-2364	7	200	A	C	AC	...	.35	.75
		CP.	UN-6-2901	14A	500	A	AC	AC	...	.45	1.00
		EA.	Melrose 1-3870	19,52,7	200	C	C	A	...	No Service Available	
		KL.	UNIVERSITY 1-3411	7,10,15,23	5500	A	C	AC	...	.35	.75
		NE.	Melrose 1-8591	22	200	C	C	A	...	.50	1.25
		SN.							...		
		TC.	Hunter 9-5781	12,13,7A,22	200	A	C	A	...	.45	1.00
MONTROSE, COLO.	MTJ	FL.	Cherry 9-4236	3	200	C	A	DEN	...	No Service Available	
MOREHEAD CITY, N.C.	MMH	PI.	Beaufort 2-7341	3	100	C	C	C	...	.35	.75
MORENO, ARIZ.	CFT		See Clifton, Ariz.						...		
MORGANTON, N.C.			See Hickory, N.C.						...		
MORGANTOWN, W.VA.	MGW	CA.	2-3301	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	PMW		See Pullman, Wash.						...		
MOSKOW, WASH.	PMW		See Ephrata, Wash.						...		
MOULTRIE, GA.	MGR	SO.	YU-5-4048	3	100	C			...	.75	1.50
MUNICIE, IND.	MIE	LC.	Atlas 8-3629	3	200	C			...		
MUSKOGEE, MICH.	MKG	CA.	3-1870	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CN.	Murray 7-5494	3,7,12,13,22	200	C	A	MMC	...	No Service Available	
MUSKOGEE, CAN.	YGA	TC.	Seasonal	3,7,12,13,22	200				...	.45	.85
MYRTLE BEACH, S.C.	MYR	PI.	Hillcrest 8-5559	3	200	C		CHS	...	No Service Available	
NAHTUCKET, MASS.	ACK	NE.	1140	3	200			EMB	...		
NASHVILLE, TENN.	BNA	EA.	Chapel 2-6336	9,5,15	4500	A	A	C	G	.55	1.10
		EA.	Al-5-5323	5,9	500	A	A	C	...	.55	1.10
		EA.	Al-5-7412	9,19,10,7	200	A	A	C	...	.55	1.10
		EA.	Chapel 2-4363	3,54	200	A	A	C	...	.55	1.10
		EA.	Alpine 4-7726	7	250	A	A	C	...	.55	1.10
NATCHEZ, MISS.	HEZ	TC.	6963	3	100	C			...	No Service Available	
NELSON, B.C.	YOC	CP.		9	200				...	.25	.65
NEW BEDFORD, MASS.	EWB	NE.	WYman 9-6441	3	200	A	C	C	...	.35	.75
NEW BERN, N.C.	ENB	NA.	Melrose 7-5151	9	200	C	C	IMN	...	.55	1.10
NEW BRUNSWICK, N.J.	NBR	PI.	ME 7-3972	3	100	A	C	IMN	...	.55	1.10
NEW HAVEN, CONN.	HVN	NY (Service Suspended)	Hobart 7-1667	9	250	A	A	C	G	.55	1.25
		AA.			6000 via LGA)						
NEW IBERIA, LA.	LFT	EA.	HO-7-6311	19	200	A	A	C	...	.55	1.25
NEW LONDON, CONN.	GN	NE.	Hilltop 5-9357	3	200	C		C	...	.50	1.25
NEW ORLEANS, LA.	MSY	BN.	LA-4-3411	9,3	200	C	A	AC	...	.55	1.25
		CA.	Kenner 4-3500	22,8	200	C	A	AC	...	.55	1.25
		DL.	Kenner 4-3658	9,1-A,3,5,10,53	6000	C	A	AC	...	.55	1.25
		EA.	4-3601	7,8,16,10,19,52,9	500	C	A	AC	...	.55	1.25
		HA.	Kenner 4-3616	9,5,6,17	400	C	A	AC	...	.55	1.25
		PAA	Jackson 2-6391	2,6	2000	C	A	AC	...	.55	1.25
		SO.	Kenner 7-0158	3	200	C	A	AC	...	.55	1.25
		TA.	Canal 8374	4	4500	C	A	AC	...	.55	1.25
		TT.				C	A	AC	...	.55	1.25
AVENSA				6		C	A	AC	...		
NEW PHILADELPHIA, OHIO	PHD	LC.	4-2729	3	200				...		
NEW YORK, N.Y., or NEWARK, N.J. (La Guardia)	LGA	AA.	Havermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA.	Mitchell 2-3002	22,8	200	A	A	AC	...	1.00	2.00
		EA.	NE-9-8200	7,8,16,19,52	500	A	A	AC	...	1.00	2.00
		NE.	Illinois 7-3000	9,3,6,22	200	A	A	AC	...	1.00	2.00
		NY.	Defender 5-6600, Ext 16	20,21	200	A	A	AC	...	1.00	2.00
		TW.	Oxford 5-4525	8,7,19,8A	400	A	A	AC	...	1.00	2.00
		UA.	Illinois 8-4900	5,6,10	6000	A	A	AC	...	1.00	2.00
(Idlewild)	IDL	AA.	Havermeyer 4-7600	9,5,10,50A,52	6000	A	A	AC	G	1.00	2.00
		AET	Olympia 6-1660	7	550				...		
		BERONAVES	ST 6-7341	14A		A	A	AC	...		
		AF.	Olympia 6-5800	7	200	A	A	AC	...	1.00	2.00
		AVIANCA	ST 6-7341	7,8	660	A	A	AC	...		
		AZ.	Judson 2-6500	10	440	A	A	AC	...	.85	1.85
		BA.	Olympia 6-5600	11,8	1100	A	A	AC	...		
		BN.	Olympia 6-5643	22,8	500	A	A	AC	...	1.00	2.00
		CA.	Havermeyer 9-5340	22,8	200	A	A	AC	...	1.00	2.00
		Cuba		3,22,7	200				...		
		DL.	Olympic 6-5822	8,10,53	200	A	A	AC	...	1.00	2.00
		EA.	Olympic 6-5109	6,7,8,10,19,52	500	A	A	AC	...	1.00	2.00
		LH.	OL-6-5560	7		A	A	AC	...		
		LY.	Olympia 6-5290	8	650	A	A	AC	...		
		KL.	Whitehall 4-3480	2,10,15,23,8,7	5500	A	A	AC	...	.55	1.75
		NA.	Oxford 7-8181	9,5,6,10,52,7	400	A	A	AC	...	1.00	2.00
		NE.	OL-6-5398	9,3,6,22	200	A	A	AC	...	1.00	2.00
		NW.	Murrayhill 7-4680	11,6,10,15A,52,2	2000	A	A	AC	...	1.00	2.00
		NY.	Defender 5-6600	20,21	200	A	A	AC	...	1.00	2.00
		PAA	ST-6-7341	2,15,6,10,50	10000	A	A	AC	...	1.00	2.00
		RD.	Olympia 6-5748	1,2,15	10000	A	A	AC	...	1.00	2.00
		SAB		14,9,5,15,10	440				...		
		SN.	Judson 6-1050	5,6,15	400	A	A	AC	...		
		SK.	Olympia 7-8000	5,6,10	1000	A	A	AC	...		
		SR.	Plaza 7-4433	2,6	6000	A	A	AC	...		
		TC.	Judson 6-3210	22A	200	A	A	AC	...	1.00	2.00
		TRC	Olympia 6-5997	4,6,2	4000	A	A	AC	...	1.00	2.00
		TW.	Oxford 5-4525	8,7,23,50	4000	A	A	AC	...	1.00	2.00
		UA.	Olympia 7-7975	5,15,10,53	6000	A	A	AC	...	1.00	2.00
(Newark)	ENR	AA.	Market 3-4062	9,5,15	6000	A	A	AC	G	1.00	2.00
		AL.	Market 2-2442	3,19	150	A	A	AC	...	1.00	2.00
		AK.	Mitchell 2-4605						...		
		BN.	Market 3-2041	5,10	200	A	A	AC	...	1.00	2.00
		CA.	Mitchell 2-3002	22,8	200	A	A	AC	...	1.00	2.00
		DL.	MA-3-3543	1-A, 10	6000	A	A	AC	...	1.00	2.00
		EA.	Mitchell 3-8389	6,7,8,16,10,19,52	500	A	A	AC	...	1.00	2.00
		FTL.	Market 4-3700	23	10000	A	A	AC	...	1.00	2.00
		MO.	Mitchell 2-0335	9,3	200	A	A	AC	...	1.00	2.00
		NA.	Market 4-1953	9,5,6,10,7	400	A	A	AC	...	1.00	2.00
		NY.	Mitchell 2-8681	20,21	200	A	A	AC	...	1.00	2.00
		TW.	Market 3-5640	8,7,19	400	A	A	AC	...	1.00	2.00
		UA.	Market 2-2369	9,5,15,10,6	6000	A	A	AC	...	1.00	2.00
NEWCASTLE, WYO.	ECN	FL.	SH 6-4421	3	200	C	D	DEN	...		
NEWPORT, VT.	EPK	NE Seasonal	1099	3	200	C		C	...	No Service Available	
NEWPORT, ORE.	ONP	WC.	Union 7-3773	3	150			PDX	...		
NEWPORT NEWS, VA.	PNP	CA.	Warwick 8-1141	3,4	150	C	C	C	G	.25	1.25
		NA.	Lee Hall 5181	9	200	C	C	C	...	.55	1.25
		FL.	Lyric 6-2621	3	100	C	C	C	G	.55	1.25
NIAGARA FALLS, N.Y.	IAG	AA.	Served through Buffalo N.Y.						...	.65	1.65
		CA.	Served through Buffalo N.Y.						...	.65	1.65
		MO.	Served through Buffalo N.Y.						...	.65	1.65
NOPE, ALASKA	OME	AL.	Served through Buffalo N.Y.						...	.65	1.65
		ASA	Main 199	3,4	1000				...		

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
NORFOLK, NEB. . . . .	OFK	FL. . . . .	Frontier 1-0415 . . . . .	3 . . . . .	200 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
NORFOLK, VA. . . . .	ORF	NO. . . . .	Frontier 1-5600 . . . . .	3 . . . . .	200 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
		GA. . . . .	Lockwell 3-3101 . . . . .	3,4,22,8 . . . . .	250 . . . . .	A . . . . .	C . . . . .	C . . . . .	G . . . . .	.55 . . . . .	1.25 . . . . .
		NA. . . . .	Lockwell 5-4378 . . . . .	3 . . . . .	400 . . . . .	A . . . . .	C . . . . .	C . . . . .	C . . . . .	.55 . . . . .	1.25 . . . . .
		YT. . . . .	UL 5-4761 . . . . .	3 . . . . .	100 . . . . .	A . . . . .	C . . . . .	C . . . . .	C . . . . .	.55 . . . . .	1.25 . . . . .
		RD. . . . .	Lockwell 5-4978 . . . . .	1 . . . . .	6000 . . . . .	A . . . . .	C . . . . .	C . . . . .	C . . . . .	.55 . . . . .	1.25 . . . . .
		TC. . . . .	3366 . . . . .	22A . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	C . . . . .	.50 . . . . .	1.00 . . . . .
		WC. . . . .	SKYline 9-1011 . . . . .	3 . . . . .	150 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	No Service Available	. . . . .
NORTH BAY, ONT. . . . .	YTH	AS. . . . .	. . . . .	3 . . . . .	500 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
NORTH BEND, ORE. . . . .	OTH	LX. . . . .	. . . . .	20 . . . . .	200 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
NORTH EAST CAPE, ALASKA	ANC	FL. . . . .	IE 2-3600 . . . . .	. . . . .	. . . . .	C . . . . .	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
NORTH HOLLYWOOD, CAL.®	LBH	NY. . . . .	. . . . .	19 . . . . .	200 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
NORTH PLATTE, NEB. . . . .	LBH	See Pearl River N.Y. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
NORWALK, CONN. . . . .	PJR	See Martha's Vineyard . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
NYACK, N.Y. . . . .	MYV	AA. . . . .	Highgate 4-6056 . . . . .	5,10 . . . . .	6000 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.75 . . . . .	1.35 . . . . .
OAK BLUFFS, MASS. . . . .	MYV	FT. . . . .	Lockhaven 2-1871 . . . . .	23 . . . . .	10000 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.75 . . . . .	1.55 . . . . .
OAKLAND, CAL. . . . .	OKF	PA(See San Francisco) . . . . .	GL-1-5888 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
		PC. . . . .	Lockhaven 8-3422 . . . . .	3,19 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.75 . . . . .	1.55 . . . . .
		TW. . . . .	Highgate 4-6730 . . . . .	8 . . . . .	250 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.75 . . . . .	1.55 . . . . .
		UA. . . . .	Lockhaven 3134 . . . . .	9,5 . . . . .	6000 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.75 . . . . .	1.55 . . . . .
		WA. . . . .	Lockhaven 8-3012 . . . . .	6 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.75 . . . . .	1.55 . . . . .
		WC. . . . .	Lockhaven 2-6400 . . . . .	3 . . . . .	150 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.75 . . . . .	1.55 . . . . .
OCALA, FLA. . . . .	OCF	EA. . . . .	MA-2-3207 . . . . .	19 . . . . .	200 . . . . .	A . . . . .	C . . . . .	TPA . . . . .	G . . . . .	.35 . . . . .	.75 . . . . .
ODessa, TEX. . . . .	MAF	AA. . . . .	FE-7-3561 . . . . .	9,5 . . . . .	250 . . . . .	C . . . . .	C . . . . .	ELP . . . . .	. . . . .	.40 . . . . .	1.25 . . . . .
		CO. . . . .	Federal 7-2371 . . . . .	9,3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	ELP . . . . .	. . . . .	.40 . . . . .	1.25 . . . . .
OGDEN, UTAH . . . . .	OGD	WC. . . . .	Export 4-4533 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	A . . . . .	DEN . . . . .	. . . . .	.40 . . . . .	1.10 . . . . .
OKEMUNGE, N.Y. . . . .	OQS	MO. . . . .	1226 . . . . .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	. . . . .	No Service Available	. . . . .
OKLA CITY, OKLA. . . . .	OKC	See Franklin Pa. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
		AA. . . . .	Melrose 2-6378 . . . . .	9,5,10 . . . . .	600 . . . . .	A . . . . .	A . . . . .	DAL . . . . .	G . . . . .	.60 . . . . .	1.20 . . . . .
		BN. . . . .	MU 5-5113 . . . . .	9,5 . . . . .	500 . . . . .	A . . . . .	A . . . . .	DAL . . . . .	. . . . .	.60 . . . . .	1.20 . . . . .
		CO. . . . .	Mutual 5-7791 . . . . .	9,3,22 . . . . .	200 . . . . .	A . . . . .	A . . . . .	DAL . . . . .	. . . . .	.60 . . . . .	1.20 . . . . .
		CN. . . . .	Mutual 5-7744 . . . . .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	DAL . . . . .	. . . . .	.60 . . . . .	1.20 . . . . .
		TW. . . . .	ME-8-3377 . . . . .	8 . . . . .	250 . . . . .	A . . . . .	A . . . . .	DAL . . . . .	. . . . .	.60 . . . . .	1.20 . . . . .
OLIMPIA, WASH. . . . .	OIM	WC. . . . .	Fleetwood 6-6445 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	A . . . . .	C . . . . .	. . . . .	No Service Available	. . . . .
OMAHA, NEB. . . . .	OMA	BN. . . . .	WE 0682 . . . . .	9,3 . . . . .	500 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.55 . . . . .	1.25 . . . . .
		FL. . . . .	Webster 8900 . . . . .	3,9 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.55 . . . . .	1.25 . . . . .
		NO. . . . .	Atlantic 9876 . . . . .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.55 . . . . .	1.25 . . . . .
		OE. . . . .	Harney 7957 . . . . .	3,54 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.55 . . . . .	1.25 . . . . .
		UA. . . . .	Webster 2429 . . . . .	9,5,6,10 . . . . .	400 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.55 . . . . .	1.25 . . . . .
OMAHA, WASH. . . . .	OMK	UC. . . . .	612 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	C . . . . .	GEC . . . . .	. . . . .	No Service Available	. . . . .
ONTARIO, ORE. . . . .	ONO	WC. . . . .	Ant. 400 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	C . . . . .	GEC . . . . .	. . . . .	No Service Available	. . . . .
ONTARIO, CALIF. . . . .	ONT	BL. . . . .	Yukon 6-6724 . . . . .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	LAX . . . . .	. . . . .	.65 . . . . .	1.40 . . . . .
		WA. . . . .	. . . . .	6,9 . . . . .	150 . . . . .	C . . . . .	. . . . .	LAX . . . . .	. . . . .	.65 . . . . .	1.40 . . . . .
		IX. . . . .	. . . . .	20 . . . . .	200 . . . . .	. . . . .	. . . . .	LAX . . . . .	. . . . .	. . . . .	. . . . .
ORANGE, CALIF.® . . . . .	ORL	DA. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	.60 . . . . .	1.20 . . . . .
ORLANDO, FLA. . . . .	ORL	EA. . . . .	4-4524 . . . . .	9,19,7,8,6,10 . . . . .	200 . . . . .	A . . . . .	A . . . . .	TPA . . . . .	G . . . . .	.60 . . . . .	1.20 . . . . .
		NA. . . . .	Garden 2-0709 . . . . .	9,6 . . . . .	200 . . . . .	A . . . . .	A . . . . .	TPA . . . . .	. . . . .	.60 . . . . .	1.20 . . . . .
		RD. . . . .	Garden 5-2696 . . . . .	1 . . . . .	6000 . . . . .	A . . . . .	A . . . . .	TPA . . . . .	. . . . .	.60 . . . . .	1.20 . . . . .
OSHOSH, WIS. . . . .	OSH	NO. . . . .	BEverly 5-3106 . . . . .	3,9 . . . . .	200 . . . . .	C . . . . .	C . . . . .	. . . . .	. . . . .	No Service Available	. . . . .
OSTENDING, N.Y. . . . .	OST	NY. . . . .	. . . . .	20 . . . . .	200 . . . . .	. . . . .	. . . . .	LGA . . . . .	. . . . .	No Service Available	. . . . .
OTTAWA, ONT. . . . .	YOW	EA. . . . .	TA 2-0475 . . . . .	7 . . . . .	200 . . . . .	C . . . . .	C . . . . .	A . . . . .	. . . . .	. . . . .	. . . . .
		TC. . . . .	CENtral 2-9611 . . . . .	22A . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	. . . . .	.90 . . . . .	1.00 . . . . .
OTTAWA, IOWA . . . . .	OTM	OZ. . . . .	Murray 2-1660 . . . . .	3,54 . . . . .	200 . . . . .	A . . . . .	A . . . . .	PIA . . . . .	. . . . .	.50 . . . . .	1.00 . . . . .
OWENSBORO, KY. . . . .	OWB	EA. . . . .	MU 3-1585 . . . . .	19 . . . . .	200 . . . . .	C . . . . .	C . . . . .	SDP . . . . .	. . . . .	No Service Available	. . . . .
		OZ. . . . .	Murray 4-2976 . . . . .	3,54 . . . . .	200 . . . . .	C . . . . .	C . . . . .	SDP . . . . .	. . . . .	No Service Available	. . . . .
OWENSBORO, CALIF. . . . .	OWC	PC. . . . .	Hunter 3-4614 . . . . .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	LAX . . . . .	. . . . .	No Service Available	. . . . .
PAACAN, KY. . . . .	PAK	DL. . . . .	31732 . . . . .	9,3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	EVV . . . . .	. . . . .	.55 . . . . .	1.85 . . . . .
		OZ. . . . .	3-6238 . . . . .	3,54 . . . . .	200 . . . . .	A . . . . .	C . . . . .	EVV . . . . .	. . . . .	.55 . . . . .	1.85 . . . . .
PAID, ARIZ. . . . .	PGA	BL. . . . .	Midway 5-2404 . . . . .	3 . . . . .	200 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
PALATKA, FLA. . . . .	PLK	RD (Demand Service) . . . . .	. . . . .	1 . . . . .	6000 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
PALMER, CALIF. . . . .	PMD	PC. . . . .	Windsor 7-2195 . . . . .	19 . . . . .	200 . . . . .	. . . . .	. . . . .	LAX . . . . .	. . . . .	. . . . .	. . . . .
PALM SPRINGS-INDIO, CALIF. . . . .	PSP	WA. . . . .	Fairview 5-2709 . . . . .	6 . . . . .	200 . . . . .	C . . . . .	C . . . . .	SAN . . . . .	. . . . .	No Service Available	. . . . .
		BL. . . . .	Fairview 5-5053 . . . . .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	SAN . . . . .	. . . . .	No Service Available	. . . . .
		WA. . . . .	Poplar 3-9087 . . . . .	9 . . . . .	200 . . . . .	A . . . . .	C . . . . .	C . . . . .	G . . . . .	.80 . . . . .	1.10 . . . . .
PANAMA CITY, FLA. . . . .	PPN	SO. . . . .	SU-5-6166 . . . . .	3 . . . . .	100 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	.80 . . . . .	1.10 . . . . .
		CN. . . . .	SUNset 4-8535 . . . . .	3 . . . . .	200 . . . . .	C . . . . .	A . . . . .	DAL . . . . .	. . . . .	.55 . . . . .	1.25 . . . . .
PARIS, TEX. . . . .	PRK	AA. . . . .	HUMson 5-5542 . . . . .	9 . . . . .	250 . . . . .	C . . . . .	C . . . . .	PIT . . . . .	G . . . . .	.60 . . . . .	1.60 . . . . .
PARLERSBURG, W. VA. . . . .	PRB	AL. . . . .	HUMson 5-4541 . . . . .	3,19 . . . . .	150 . . . . .	C . . . . .	C . . . . .	PIT . . . . .	. . . . .	.60 . . . . .	1.60 . . . . .
		PI. . . . .	Garfield 8-6787 . . . . .	3 . . . . .	100 . . . . .	C . . . . .	C . . . . .	PIT . . . . .	. . . . .	.60 . . . . .	1.60 . . . . .
PASO, WASH. . . . .	PSC	WC. . . . .	Liberty 7-5547 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	C . . . . .	GEC . . . . .	. . . . .	.50 . . . . .	1.50 . . . . .
PASO ROBLES, CALIF. . . . .	PRB	PC. . . . .	1700 . . . . .	3 . . . . .	200 . . . . .	G . . . . .	C . . . . .	LAX . . . . .	. . . . .	.50 . . . . .	.95 . . . . .
PATERSON, N.J. . . . .	PNJ	NY. . . . .	. . . . .	20 . . . . .	200 . . . . .	. . . . .	. . . . .	LGA . . . . .	. . . . .	No Service Available	. . . . .
PAUOCHET, R.I. . . . .	SPZ	NE. . . . .	Poplar 2-6230 . . . . .	3 . . . . .	200 . . . . .	A . . . . .	C . . . . .	PVD . . . . .	. . . . .	No Service Available	. . . . .
PALETTE, IND. . . . .	PYO	See Ontario, Ore. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
PEARL RIVER, N.Y. . . . .	PJR	NY (Service Suspended) . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
PEDES, TEX. . . . .	PEQ	TT. . . . .	HI 5-2738 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	A . . . . .	ELP . . . . .	. . . . .	No Service Available	. . . . .
PELICTON, ORE. . . . .	PDT	UA. . . . .	Crestview 6-7211 . . . . .	9,5,6 . . . . .	400 . . . . .	C . . . . .	A . . . . .	GEC . . . . .	. . . . .	.45 . . . . .	.95 . . . . .
		WC. . . . .	Crestview 6-2461 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	A . . . . .	GEC . . . . .	. . . . .	.45 . . . . .	.95 . . . . .
PHENACOLA, FLA. . . . .	PNS	EA. . . . .	HE 2-2314 . . . . .	8,9 . . . . .	200 . . . . .	C . . . . .	A . . . . .	C . . . . .	G . . . . .	.50 . . . . .	.95 . . . . .
		NA. . . . .	HEMlock 2-5152 . . . . .	9 . . . . .	400 . . . . .	C . . . . .	A . . . . .	C . . . . .	. . . . .	.50 . . . . .	.95 . . . . .
PHILISTON, B.C. . . . .	YTF	CP. . . . .	2947 . . . . .	9 . . . . .	250 . . . . .	C . . . . .	C . . . . .	C . . . . .	. . . . .	.25 . . . . .	.60 . . . . .
PHILIA, ILL. . . . .	PIA	AA. . . . .	7-3555 . . . . .	9 . . . . .	250 . . . . .	C . . . . .	A . . . . .	C . . . . .	. . . . .	.50 . . . . .	1.45 . . . . .
		OZ. . . . .	7-3548 . . . . .	3,54 . . . . .	200 . . . . .	C . . . . .	A . . . . .	C . . . . .	. . . . .	.50 . . . . .	1.45 . . . . .
		TV. . . . .	7-6449 . . . . .	19 . . . . .	400 . . . . .	C . . . . .	A . . . . .	C . . . . .	. . . . .	.50 . . . . .	1.45 . . . . .
PHO, IND. . . . .	PHK	See Kokomo, Ind. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
PHILADELPHIA, PA. . . . .	PHL	AA. . . . .	Saratoga 7-7977 . . . . .	9,5,15,52 . . . . .	6000 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.60 . . . . .	1.55 . . . . .
		AL. . . . .	Saratoga 7-7979 . . . . .	3,19 . . . . .	150 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.60 . . . . .	1.25 . . . . .
		CA. . . . .	Saratoga 7-6009 . . . . .	3,4,22 . . . . .	250 . . . . .	A . . . . .	A . . . . .	C . . . . .	. . . . .	.60 . . . . .	1.55 . . . . .



CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery			
										Per 100 Lb.	Minimum		
PITTSBURGH, PA. . . . .	PIT	AA. . . . .	SPaulding 1-2255. .	9. . . . .	250	A	A	C	G	.80	1.50		
		AL. . . . .	SPaulding 1-312. .	3,19. . . . .	150	A	A	C		.80	1.50		
		CA. . . . .	SPaulding 1-1600. .	3,4,8,22. . . .	250	A	A	C		.80	1.50		
		EA. . . . .	SP-1-3100. . . . .	9,17,52. . . . .	200	A	A	C		.80	1.50		
		LC. . . . .	SPaulding 1-4932. .	3. . . . .	200	A	A	C		.80	1.50		
		NW. . . . .	SPaulding 1-1000. .	6,11. . . . .	300	A	A	C		.80	1.50		
		TW. . . . .	Express 1-3240. . .	8,19,50,28,23. .	3000	A	A	C		.80	1.50		
		UA. . . . .	Federal 1-6137. . .	10. . . . .	200	A	A	C		.80	1.50		
		MO. . . . .	2-2635. . . . .	3. . . . .	100	C	C	BDL		.55	1.00		
		NE. . . . .	9857. . . . .	3. . . . .	200	C	C	BDL		.55	1.00		
PITTSFIELD, MASS. . . . .	PSF	CN. . . . .	Capitol 4-7829. . .	3. . . . .	200			DAL		.35	.70		
		EA. . . . .	1983. . . . .	19. . . . .	200	C	C	MAL		No Service Available			
		WA. . . . .	CEdar 2-8796. . . .	9. . . . .	200	C	C	GTF	G	.55	1.25		
		WC. . . . .	CEdar 3-2584. . . .	3. . . . .	150	C	C	GTF		.55	1.25		
		LX. . . . .	20. . . . .	20. . . . .	200			LAX		No Service Available			
		CN. . . . .	Hogers 2-1611. . . .	3. . . . .	200	C	A	MKC		No Service Available			
		WC. . . . .	Glancoort 7-3101. .	3. . . . .	150	C	A	C		No Service Available			
		TC. . . . .	YH-2-4321. . . . .	9. . . . .	200	C	A	C		.55	1.00		
		UL. . . . .	YH-3-3117. . . . .	19,9. . . . .	200	C	A	C		.55	1.00		
		EA. . . . .	11. . . . .							.55	1.00		
PORTLAND, ME. . . . .	PMW	NE. . . . .	Brune 4-3941. . . .	9,3. . . . .	200	A	C	PMW		.50	1.00		
		AS. . . . .	Atlantic 2-5079. . .	4,6. . . . .	1000	A	A	C	G	.60	1.25		
		FT. . . . .	Atlantic 1-1152. . .	1. . . . .	10000	A	A	C		.60	1.25		
		WA. . . . .	Atlantic 7-1103. . .	4,6,10,2. . . . .	500	A	A	C		.55	1.25		
		PA. . . . .	CA 7-6673. . . . .	10,11,50. . . . .	600	A	A	C		.50	1.25		
		UA. . . . .	Atlantic 7-2411. . .	9,6,10,5. . . . .	400	A	A	C		.60	1.25		
		WA. . . . .	Atlantic 7-3221. . .	6,52. . . . .	200	A	A	C		.60	1.25		
		WC. . . . .	Atlantic 4-5656. . .	3. . . . .	150	A	A	C		.60	1.25		
		LC. . . . .	Blackburn 9-6321. .	3. . . . .	200					No Service Available			
		MO. . . . .	Glover 1-3900. . . .	3. . . . .	100	C	C	ALP		No Service Available			
PORTLAND, ORE. . . . .	POX	FL. . . . .	Skyline 4-4222. . .	3. . . . .	200	C	C	GTF		No Service Available			
		BL. . . . .	252. . . . .	3. . . . .	200	C	C	DUG		.65	1.25		
		FL. . . . .	HI 5-2109. . . . .	3. . . . .	200	C	C	DUG		.65	1.25		
		NE. . . . .	4931. . . . .	3. . . . .	200	A	A	HUL		No Service Available			
		CP. . . . .	7. . . . .	3,6,9. . . . .	200	C	C	C		. . . . .	. . . . .		
		CP. . . . .	3213. . . . .	3. . . . .	200	C		C		No Service Available			
		PI. . . . .	Enterprise 0500. . .	3. . . . .	100	C		INT		No Service Available			
		EA. . . . .	Hegent 7-1051. . . .	9,5. . . . .	500	A	A	C	G	.50	1.25		
		EA. . . . .	Hegent 7-9616. . . .	8,10. . . . .	200	A	A	C		.50	1.25		
		NA. . . . .	Elmhurst 1-8500. . .	Served Through Boston Mass.						.50	1.25		
PROVO, UTAH. . . . .	PVU	WA. . . . .	Hegent 9-1405. . . .	9. . . . .	200	A	A	C		.50	1.25		
		NE. . . . .	Union 1-3300. . . .	3. . . . .	200	A	A	C		.50	1.25		
		UA. . . . .	Temple 1-6950. . . .	6,9. . . . .	400	A	A	C		.50	1.25		
		BL. . . . .	Franklin 3-7077. . .	6. . . . .	200	C	C	DEN		No Service Available			
		CO. . . . .	Whitney 8-3316. . . .	9,3. . . . .	200	C	A	DEN	G	.60	1.00		
		FL. . . . .	Whitney 8-3323. . .	3. . . . .	200	C	A	DEN		.60	1.00		
		WC. . . . .	Pullman 1-3761. . . .	3. . . . .	150	C	C	GEG		No Service Available			
		TC. . . . .	60. . . . .	22A. . . . .	200	C	C	C		.75	1.00		
		CP. . . . .	60. . . . .	3,54. . . . .	200	C	C	C		.75	1.25		
		OZ. . . . .	Baldwin 2-3442. . . .	3,54. . . . .	200	C	C	C	STL		.75	1.25	
PULLMAN, WASH. . . . .	PMW	CA. . . . .	Temple 2-3876. . . .	3,22. . . . .	150	C	A	C	G	.70	1.25		
		EA. . . . .	TE 2-7280. . . . .	2,19,19. . . . .	200	A	A	C	G	.70	1.25		
		PI. . . . .	Vance 2-5721. . . . .	3. . . . .	100	C	A	C		1.05	1.25		
		FL. . . . .	Fillmore 3-4561. . .	3. . . . .	200	C	C	DEN		1.05	1.25		
		NO. . . . .	Fillmore 3-5944. . .	3. . . . .	200	C	C	DEN		1.05	1.25		
		WA. . . . .	Fillmore 2-7110. . .	9. . . . .	200	C	C	DEN		No Service Available			
		FL. . . . .	East 4-4571. . . . .	19. . . . .	200	C	C	DEN		.45	1.25		
		EA. . . . .	Reading 4-8336. . . .	3. . . . .	150	A	C	PHL		.45	1.25		
		CA. . . . .	Franklin 6-7353. . .	19. . . . .	400	A	C	PHL		.45	1.25		
		PC. . . . .	Laurence 7-1701. . .	3. . . . .	200	C	C	ACT		No Service Available			
QUEBEC CITY, QUE. . . . .	YQB	PC. . . . .	Chestnut 3-1211. . .	3,19. . . . .	200	C	C	ACT		No Service Available			
		WC. . . . .	(See Bend, Ore.) . .							.50	1.00		
		TC. . . . .	LA-2-5622. . . . .	13,3,22A. . . . .	200	C	C	C		.50	1.00		
		AL. . . . .	(Service Suspended). .							. . . . .	. . . . .		
		BL. . . . .	Fairview 9-0001. . .	3. . . . .	200	C	C	SFO	G	.50	1.25		
		UA. . . . .	Fairview 9-0211. . .	9,5,6. . . . .	400	C	C	SFO		.50	1.25		
		WA. . . . .	Fairview 3-1801. . .	6. . . . .	200	C	C	SFO		.50	1.25		
		NW. . . . .	Forest 2-6316. . . .	3. . . . .	200	C	C			No Service Available			
		See Pasco, Wash. . .								. . . . .	. . . . .		
		LC. . . . .	4-1121. . . . .	3. . . . .	200					. . . . .	. . . . .		
QUINCY, ILL. . . . .	UIH	AA. . . . .	Fairfield 2872. . . .	9. . . . .	250	A	A	C	G	.45	1.25		
		AX. . . . .	(Service Suspended). .							.45	1.25		
		CA. . . . .	7-4605. . . . .	22,4. . . . .	150	A	A	C		.45	1.25		
		EA. . . . .	Fairfield 4105. . . .	8,19. . . . .	200	A	A	C		.45	1.25		
		NA. . . . .	Republic 7-4186. . .	9. . . . .	200	A	A	C		.45	1.25		
		PI. . . . .	RE 7-4101. . . . .	3. . . . .	100	A	A	C	G	.45	1.25		
		RD. . . . .	(Service Suspended). .							. . . . .	. . . . .		
		QBA. . . . .	3. . . . .	3. . . . .	400					No Service Available			
		BL. . . . .	Overland 9-4221. . .	3. . . . .	200	C		LAX		No Service Available			
		FL. . . . .	Water 6-3552. . . . .	9. . . . .	250	A	A	RIC	G	.45	1.00		
RACINE, WIS. . . . .	RHI	EA. . . . .	Empire 6-3455. . . .	19. . . . .	200	A	A	RIC		.45	1.00		
		EA. . . . .	6-0351. . . . .	19. . . . .	200	A	A	RIC		.45	1.00		
		PI. . . . .	Empire 6-0381. . . .	19. . . . .	100	A	A	RIC		.45	1.00		
		BN. . . . .	AT 94591. . . . .	9. . . . .	200	C	A	C	G	.35	.65		
		NW. . . . .	Atlas 2-1709. . . . .	4. . . . .	200	C	A	C		.35	.65		
		OZ. . . . .	3333. . . . .	3,54. . . . .	200	C	A	C		.35	.65		
		AA. . . . .	Fairview 8-4040. . .	9,5. . . . .	500	A	C	AC	G	.55	1.25		
		CA. . . . .	Beverly 5-8524. . . .	3,4,8,22. . . . .	250	A	C	AC		.55	1.25		
		FT. . . . .	Baker 5-1473. . . . .	Served Through Buffalo N.Y.						.55	1.25		
		MO. . . . .	Fairview 8-1550. . .	9,3. . . . .	200	A	C	AC		.55	1.25		
READING, PA. . . . .	RDG	OZ. . . . .	5-0661. . . . .	3,54. . . . .	200					.75	1.75		
		NO. . . . .	Woodard 5-1400. . .	3. . . . .	200					.75	1.75		
		See Moline, Ill. . . .								No Service Available			
		NE. . . . .	804. . . . .	3. . . . .	200	C		C	DEN	.50	1.00		
		FL. . . . .	Empire 2-5522. . . .	3. . . . .	200	C	C	REU		.50	1.00		
		CA. . . . .	2-2144. . . . .	3. . . . .	150	C	A	ATL		.60	1.00		
		EA. . . . .	2-1521. . . . .	19. . . . .	200	C	A			. . . . .	. . . . .		
		See Utica, N.Y. . . .								No Service Available			
		WC. . . . .	Orchard 3-3231. . . .	3. . . . .	150	A	A	OTH		.35	.75		
		CO. . . . .	MA-2-7432. . . . .	3. . . . .	200	C	C	ELP		. . . . .	. . . . .		
RED BLUFF, CALIF. . . . .	RBL	QBA. . . . .	3. . . . .	3. . . . .	400					. . . . .	. . . . .		
		TC. . . . .	22A. . . . .	22A. . . . .	200	C	C	C		.75	1.00		
		WC. . . . .	Orchard 8-7402. . .	3. . . . .	150	A	A	GPT		No Service Available			
		NY. . . . .	20. . . . .	20. . . . .	200			LGA		No Service Available			
		EA. . . . .	Prospect 3-6990. . .	19. . . . .	200	C	C	BTU		No Service Available			
		PC. . . . .	Gladstone 6-6406. .	19,3. . . . .	200	A	C	SFO	G	.60	1.25		
		UA. . . . .	Gladstone 6-7861. .	9,5,6. . . . .	400	A	C	SFO		.60	1.25		
		WC. . . . .	Garden 1-2440. . . .	3. . . . .	150	A	C	SFO		.60	1.25		
		FL. . . . .	1004. . . . .	3. . . . .	200	C		DUG		No Service Available			
		CA. . . . .	OKbow 5-6371. . . .	3,22,4. . . . .	250	C	C	C		.70	1.45		
REDDING, CALIF. . . . .	RDD	TC. . . . .	22A. . . . .	22A. . . . .	200					No Service Available			
		TC. . . . .	3-1231. . . . .	22A. . . . .	200	C	C	C		.50	1.00		
		TC. . . . .	2370. . . . .	13,22A. . . . .	200	C	C	C		.50	1.00		
		MAR. . . . .	3,1,4. . . . .	3,1,4. . . . .	500	A	A	A		. . . . .	. . . . .		
		REDFORD, N.J. . . . .	RFD	FL. . . . .	1004. . . . .	3. . . . .	200	C		DUG		No Service Available	
				CA. . . . .	OKbow 5-6371. . . .	3,22,4. . . . .	250	C	C	C		.70	1.45
				TC. . . . .	22A. . . . .	22A. . . . .	200					No Service Available	
				TC. . . . .	3-1231. . . . .	22A. . . . .	200	C	C	C		.50	1.00
				TC. . . . .	2370. . . . .	13,22A. . . . .	200	C	C	C		.50	1.00
				MAR. . . . .	3,1,4. . . . .	3,1,4. . . . .	500	A	A	A		. . . . .	. . . . .
REDFORD, N.Y. . . . .	RFD			FL. . . . .	1004. . . . .	3. . . . .	200	C		DUG		No Service Available	
				CA. . . . .	OKbow 5-6371. . . .	3,22,4. . . . .	250	C	C	C		.70	1.45
				TC. . . . .	22A. . . . .	22A. . . . .	200					No Service Available	
				TC. . . . .	3-1231. . . . .	22A. . . . .	200	C	C	C		.50	1.00
		TC. . . . .	2370. . . . .	13,22A. . . . .	200	C	C	C		.50	1.00		
		MAR. . . . .	3,1,4. . . . .	3,1,4. . . . .	500	A	A	A		. . . . .	. . . . .		
		REDFORD, N.Y. . . . .	RFD	FL. . . . .	1004. . . . .	3. . . . .	200	C		DUG		No Service Available	
				CA. . . . .	OKbow 5-6371. . . .	3,22,4. . . . .	250	C	C	C		.70	1.45
				TC. . . . .	22A. . . . .	22A. . . . .	200					No Service Available	
				TC. . . . .	3-13								

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ST. JOSEPH, MO.	STJ	FL.	Adams 4-7919.	3	200	C	C	C	..	.55	1.35
		OZ.	Adams 2-6066.	3,54.	200	C	C	C	..	.55	1.35
ST. LOUIS, MO.	STL	AA.	Parkview 5-5510.	9,5,10,15,22.	7000	A	A	C	G	.60	1.60
		BN.	PE-1-2243.	9,3,22.	200	A	A	C	..	.60	1.60
		CN.	Pershing 1-2231.	3	200	A	A	C	..	.60	1.60
		DL.	PE-1-2194.	9,5,10,1-A.	6000	A	A	C	..	.60	1.60
		EA.	PE-1-0510.	9,19,10,52.	200	A	A	C	..	.60	1.60
		OZ.	Pershing 1-0990-3	3,54.	200	A	A	C	..	.60	1.60
ST. PAUL, MINN.	MSP	TW.	Geneva 6-4800.	8,7,19,50,8A,23	4000	A	A	C	..	.60	1.60
		BN.	Call MSP.	9,3,5	500	C	A	C	..	.50	1.15
		CA.	Parkway 1-1831.	22.	150	C	A	C	..	.50	1.15
		FT.	Parkway 1-3311.	1	6000	C	A	C	..	.50	1.15
		NO.	Parkway 2-8281.	3,9	200	C	A	C	..	.50	1.15
		NW.	Parkway 1-3567								
			Ext. 204.	11,2,4,6,10,52.	2000	C	A	C	..	.50	1.15
		WA.	Parkway 1-3383.	6,9,52.	200	C	A	C	..	.50	1.15
ST. PETERSBURG, FLA.	PTE	EA.	HE-6-2100.	7,9,52,8,10,19.	200	C	A	C	..	.75	1.50
		DL.			300	C	C	AC	G	.75	1.50
		NA.	HEMlock 5-2161.	9,6	200	A	C	AC	..	.75	1.50
			NE Served Through Tampa.	Tampa 7-8492.	200	A	C	AC	..		
		NW.		10.	200						
		RD.	REDwood 6-1351.	1	6000	A	C	AC	..	.75	1.50
		TC.	5-7611.	(Served Through Tampa)							
SLIP, ORE.	SLE	UA.	Empire 2-2441.	9	300	C	A	POX	G	.50	1.00
		WC.	Justice 1-2448.	3	150	C	A	POX	..	.50	1.00
SALT LAKE, UTAH.	SLN	CO.	TA-7-5553.	3	200	C	A	MXC	G	.35	2.00
SAN FRANCISCO, CALIF.	SNS	UA.	Harrison 4-7686.	9	200	A	A	SFO	..	No Service Available	
SAN JUAN, P.R.	SJN	AL.	3158.	3	150	C	A		..	.50	1.25
SAN LUIS, CALIF.	SLC	BL.	Davis 8-8656.	9	200	A	C	DEN	G	.60	1.10
		FL.	Empire 3-6796.	3,9	200	A	C	DEN	..	.60	1.10
		UA.	Davis 8-8011.	9,5,6,10,15	6000	A	C	DEN	..	.60	1.10
		WA.	Davis 2-0186.	9,6,52.	200	A	C	DEN	..	.60	1.10
		WC.	Davis 8-0576.	3	150	A	C	DEN	..	.60	1.10
SAN ANGELO, TEX.	SJT	CO.	7196.	9,3	200	C	C	SAT	..	.50	1.10
		TT.	8193.	3	150	C	C	SAT	..	.50	1.10
SAN ANTONIO, TEX.	SAT	AA.	Taylor 4-1401.	5,15.	6000	A	A	C	G	.55	1.10
		BN.	TA 2-3351.	52,5,9,7,10	900	A	A	C	..	.55	1.10
		OMA.	CA 5-6303.	4,5		A	A	C	..		
		CO.	TA 6-8591.	7,9,10,52	400	A	A	C	..	.55	1.10
		EA.	TA 6-3230.	9,7,10,1,52	150	A	A	C	..	.55	1.10
		TT.	TA 6-6301.	3	150	C				No Service Available	
SAN BENITO, TEX.	HRL	TT.	GA 3-6200.	3	150	C				No Service Available	
SAN BERNARDINO, CALIF.	ONT	WA.	Yukon 6-1119.	6	200	C				No Service Available	
SAN DIEGO, CALIF.	SAN	AA.	Cypress 6-6128.	5,10.	600	C	A	AC	G	.65	1.50
					(10,000 Via LAX)						
		BL.	Cypress 6-6144.	3	200	C	A	AC	..	.65	1.50
		FT.	Cypress 6-6273.	Served through BUR	6000	C	A	AC	..	.65	1.50
		UA.	Belmont 4-7171.	9,5,6,10.	400	C	A	AC	..	.65	1.50
		WA.	Cypress 8-8861.	6	200	C	A	AC	..	.65	1.50
SAN JOSE, CALIF.	SJC	CP.		3	200						
		AA.	Yukon 2-4620.	5,15,50A,10	6000	A	A	AC	G	.75	1.55
		PT.	Plaza 5-9405.	1,15,23	10000	A	A	AC	..	.75	1.55
		JL.	June 3-3612.	6	600	A	A	AC	..		
		PAA.	EX 7-1414.	11,6,10,2,50.	4000	A	A	AC	..	.75	1.55
		PC.	Plaza 5-9200.	3,19.	200	A	A	AC	..	.75	1.55
		TM.	Yukon 2-5900.	8,7,50,23	4000	A	A	AC	..	.75	1.55
		UA.	June 8-2424.								
		WA.	June 8-1443.	9,5,15,6,10,53.	6000	A	A	AC	..	.75	1.55
		WC.	Plaza 6-0677.	6,52.	200	A	A	AC	..	.75	1.55
		WC.	Plaza 6-8555.	3	150	A	A	AC	..	.75	1.55
SAN JOSE, CALIF.	SJC	PC.	Cypress 5-9408.	3,19.	200	C	C	SFO	..	1.00	2.00
SAN JUAN, PUERTO RICO	SJN	DL.	9-0045.	9	200						
		FA.	9-0020.	10,6,52	200	C	A	AC	..		
		FA.	2-9000.	2,6,10,15	6000		A	AC	..	.60	1.35
		NO.	9-0060.		6000	C	A	AC	..		
		TM.	San Juan 9-0037.	4,6,2	4000	C	A	AC	..	.65	1.35
SAN LEON, CALIF.	SNP	PC.	Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	RL.	Kimberly 5-1146.	3	200	C	C	LAX	..	.65	1.30
		IX.		20.	200	C	C	LAX	..		
SANTA BARBARA, CALIF.	SBA	UA.	Woodland 8-5121.	19.	200		C	LAX	..	No Service Available	
		UA.	Woodland 7-1255.	9	200	A	A	LAX	..	No Service Available	
SANTA CLARA, CALIF.	SJC		See San Jose, Calif.								
SANTA CRUZ, CALIF.	SVI	GM.	(Service Suspended).								
SANTA FE, N.M.	SAP	CO.	3-6397.	9,3,22.	200	C	C	ELP	G	1.05	1.10
		TM.	3-6071.	19.	250	C	C	ELP	..	1.05	1.10
SANTA MARIA, CALIF.	SMX	PC.	Walnut 5-2541.	3	200	C	C	LAX	..	No Service Available	
SANTA MONICA, CALIF.	SMD	IX.		20.	200	C		LAX	..	No Service Available	
SANTA ROSA, CALIF.	STS	PC.	Liberty 2-7095.	3,19.	200	C	C	SFO	..	No Service Available	
SARASOTA, FLA.	SRS	SA.	2052.	19.	200	C	C	MAL	..	No Service Available	
		NA.	Flight 5-5131.	9,6	200	A	C	TPA	..	.50	1.00
SARASOTA, FLA.	SRS	RD.	(Demand Service)							.50	1.00
SARASOTA, FLA.	SRS	TC.	8224.	13,22A.	250	C	C	C	..	.50	1.00
SARASOTA, FLA.	SRS	SA.	MEIrose 2-3371.	3,4	250	C	C	AC	G	.50	1.00
SARASOTA, FLA.	SRS	NO.	Alfama 2-3371.	3	200	C	C	AC	G	.50	1.00
SARASOTA, FLA.	SRS	TC.	Alfama 2-3371.	22A	200	C	C	C	..	.75	1.50
SARASOTA, FLA.	SRS	EA.	Adams 3-6651.	9,3	200	A	A	C	..	.75	1.50
SARASOTA, FLA.	SRS	NA.	Adams 6-2254.	9	200	A	A	C	..	.75	1.50
SARASOTA, FLA.	SRS	FL.	MEIrose 2-2700.	3	200	C	C	DEN	..	.55	1.10
SARASOTA, FLA.	SRS	GPA.		3	400						
SARASOTA, FLA.	SRS	AS.	Cherry 2-0600.	4,6	1000	C	C	AC	G	.50	1.50
SARASOTA, FLA.	SRS	NA.	Cherry 4500.	11,6,10,15A,4,5,52	2000	C	C	AC	..	.50	1.50
SARASOTA, FLA.	SRS	PAA.	MA 4-2121.	11,10,50.	600	C	C	AC	..	.50	1.50
SARASOTA, FLA.	SRS	PC.	Cherry 3-1079.	4,8,16.		C	C	AC	..	.50	1.50
SARASOTA, FLA.	SRS	TC.	Cherry 2211.	3	200	C	C	AC	..	.50	1.50
SARASOTA, FLA.	SRS	UA.	MEIrose 2-3700.	9,6,10,5.	400	C	C	AC	..	.50	1.50
SARASOTA, FLA.	SRS	WA.	Cherry 3-5800.	6,52.	200	C	C	AC	..	.50	1.50
SARASOTA, FLA.	SRS	PT.	Parkway 3-5916.	1	10000	C	C	AC	..	.60	1.65
SARASOTA, FLA.	SRS	WC.	Parkway 5-5500.	3	150	C	C	AC	..	.60	1.65
SARASOTA, FLA.	SRS	DL.	4-7581.	3	200	C	C	ATL	..	.45	.90
SARASOTA, FLA.	SRS	TC.		22A	200	C	C	C	..	No Service Available	
SARASOTA, FLA.	SRS	EA.	EV-3-5521.	19,9.	200	C	A	BHM	..	.35	.75
SARASOTA, FLA.	SRS	WA.	Cherry 4-2424.	6	200	C	C	GTF	..	.50	1.00
SARASOTA, FLA.	SRS	BN.	Twitbrook 2-4328.	2	200	C	C	DAL	..	No Service Available	
SARASOTA, FLA.	SRS	DL.	6-1831.	9,2,2,19.	3000	C	A	DAL	..	.65	1.35
SARASOTA, FLA.	SRS	TT.	6-451.	3	150	C	A	DAL	..	.65	1.35
SARASOTA, FLA.	SRS	FL.	838.	3	200	C	A	GTF	..	No Service Available	
SARASOTA, FLA.	SRS	FL.	3542.	3	200			DEN	..	No Service Available	
SARASOTA, FLA.	SRS	FL.	Q807.	3	200	C	A	DEN	..	No Service Available	
SARASOTA, FLA.	SRS	BN.	8-5553.	9,3	200	A	C	OMA	..	.45	.95
SARASOTA, FLA.	SRS	NO.	8-0591.	3	200	A	C	OMA	..	.45	.95
SARASOTA, FLA.	SRS	CZ.	5-6308.	3,54.	200	A	C	OMA	..	.45	.95
SARASOTA, FLA.	SRS	BN.	4-6051.	9,3	200	C	C	MSP	G	.55	1.10
SARASOTA, FLA.	SRS	NO.	4-9943.	3	200	C	C	MSP	..	.55	1.10
SARASOTA, FLA.	SRS	WA.	4-6994.	9,6	200	A	C	MSP	..	.55	1.10

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SMITHERS, B.C.	YYD	CP.		1,3,6,9	200				G	.55	1.00
SOUTH BEND, IND.	SRN	FT.	Atlantic 8-4441	Served Through Chicago							
		LC	Central 4-4172	3	200	A	A	CHI		.55	1.00
		NO.	Central 3-5131	3,9	200	A	A	CHI		.55	1.00
		WA.	Central 2-1414	19	250	A	A	CHI		.55	1.00
		WA.	Central 2-4811	9	300	A	A	CHI		.55	1.00
SOUTHERN PINES, N.C.	SOP	FT.	2-8941	3	100	C	C	NOV		1.00	1.00
SPARTANBURG, S.C.	SFA	DL.	7131	3	200	A	A	ATL		.45	1.00
		EA.	3-4571	19	200	A	A	ATL		.45	1.00
		SO.	3-5532	3	100	A	A	ATL		.45	1.00
SPEARFISH, S.D.	SFF	NO.	57	3	200	C	C			No Service Available	
SPOKANE, WASH.	SGS	NW.	Madison 4-3213	11,4,6,10,2	500	A	A	C	G	.60	1.00
		UA.	Temple 8-8222	9,5,6	300	A	A	C		.60	1.00
		WC.	RI 7-7114	3	150	A	A	C		.60	1.00
SPRINGFIELD, ILL.	SPI	AA.	8-3464	9	250	C	A	C	G	.40	1.00
		OE.	8-9677	3,54	200	C		C		.40	1.00
SPRINGFIELD, MASS. (Bradley Field)	BDL	AA.	Republic 7-3774	Served Through Hartford					G	.65	1.00
		EA.	RE-2-6275	Served Through Hartford						.65	1.00
		FT.	Republic 4-5675	Served Through Hartford						.65	1.00
		NE.	National 3-4418	Served Through Hartford						.65	1.00
		TW.								.65	1.00
		UA.	Republic 7-3851	5,9,10,15	4000	A	C			.65	1.00
SPRINGFIELD, MASS. (Barnes Field)	BAF	UA.	Republic 7-0107	3	200	A	C			.65	1.00
SPRINGFIELD, MO.	SGF	AA.	4-1871	9	250	A	C	MKS	G	.40	1.00
		DL.	4-7753	9,3	200	A	C	MKS		.40	1.00
		OE.	4-6861	3,54	200	A	C	MKS		.40	1.00
SPRINGFIELD, MISS.	SGH	LC.	Enterprise 5-6608	Served Through Dayton							
STAMFORD, CONN.	STC	NY.	Davis 3-8785	20	200			IGA		No Service Available	
STATE COLLEGE, PA.	SRB	See Phillipsburg, Pa.									
STEUBENVILLE, OHIO	YJT	TC.	5132	13	200	C	C	AC		.35	.75
		MAR.	3,2144	3,14	500	A	A	A			
STERLING, COLO.	STE	FL.	LA 2-5445	3	200			DEN		No Service Available	
STEVENS POINT, WIS.	STE	NO.	Diamond 4-2233	3	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CN.	Frontier 2-2647	3	200	C	C	DAL		No Service Available	
STOCKTON, CALIF.	SOX	PC.	Howard 4-2440	3	200	C	C	SFO	G	.80	1.00
		UA.	Howard 6-9755	9	300	C	C	SFO		.80	1.00
STUART, FLA.	SUA	HO (Demand Service)	933	1	6000					No Service Available	
STUTTGART, ARK.	SGT	TT.	WA 2-6200	3	150	C	C	MEM		No Service Available	
SUDBURY, ONT.	YSB	TC.	OSborne 4-2488	22A	200	C	C	C		.50	1.00
SUPERIOR, WISC.	--	See Duluth.								.70	.75
SWIFT CURRENT, SASK.	YYN	TC.	2945	3	200	C	C	C		.50	1.00
SYDNEY, N.S.	YQY	TC.	4546	13,22A	200	C	C	C	G	.45	1.00
SYRACUSE, N.Y.	SYR	AA.	Glenview 4-2423	9,5	200	C	C	C		.45	1.00
		EA.	34-3251	9,19	200	C	C	C		.45	1.00
		MO.	Broadway 2-5188	6	200	C	C	AC		.65	1.00
TACOMA, WASH.	SFA	EA.	3-2800	19,9	200	A	A	PFN	G	.50	1.00
TALLAHASSEE, FLA.	TLE	EA.	2-4410	9	200	A	A	PFN		.50	1.00
TAMPA, FLA.	TPA	CA.						AC	G	.75	1.00
		EA.	Redwood 6-2461	8,7,19,9,52,10	200	A	A	AC		.75	1.00
		DL.		5	300	A	A	AC		.75	1.00
		NA.	Redwood 6-9833	9,5,6,52	400	A	A	AC		.75	1.00
		NE.	RE 6-2987	6,22	200	A	A	AC		.75	1.00
		NW.		10,6,52	200					.75	1.00
		RD.	Redwood 6-1351	1	6000	A	A	AC		.75	1.00
		TC.	Enterprise 5-7611	13,7A	200	A	A	AC		.75	1.00
		TW.	Redwood 6-4108	7	250	A	A	AC		.75	1.00
		AGA.	HE-5-2151	1		A	A	AC			
TEMPLE, TEX.	TPL	CO.	PK 3-5222	3,9	200	C	C	SAT	G	.55	1.00
		TT.	PR 8-2777	3	150	A	C	SAT		.55	1.00
TERRACE, B.C.	YXT	CP.	152	3	200	C				.55	1.00
TERRE HAUTE, IND.	HUF	LC	1-6159	3	200	A	C			No Service Available	
		TW.	Lincoln 1234	19	250	A	C			No Service Available	
TITENBORO, N.J.	TEB	NY.		19	200			EVV		No Service Available	
TEXARKANA, ARK.	TKK	BN.	2-6562	3	200	C	C	IGA		.50	1.00
		TT.	2-4517	3	150	C	C	DAL		.50	1.00
THIEF RIVER FALLS, MINN.	TVF	NO.	Witchcock 1-1223	3	200	C	C			No Service Available	
TIMMINS, ONT.	YTS	TC.	1440	22A	200	C	C	C		.55	1.00
TOLEDO, OHIO	TOL	CA.	Holland HU 7-2121	3	150	C	A	C	G	.45	1.00
		DL.	Holland 7-2369	9,3	300	C	A	C		.45	1.00
		EA.	Holland 7-2311	9,7,10	200	C	A	C		.45	1.00
		FT.	Cherry 4-4276	Served Through Detroit Mich.							
		LC	UN(Holland) 5-2358	3	200	C	A	C		.45	1.00
		TW.	Cherry 4-8343	3,19	250	C	A	C		.45	1.00
		UA.	University 5-5261	9,6	400	C	A	C		.45	1.00
TONOPAH, NEV.	TFH	BL.	742	3	200	C	A	SFO		No Service Available	
TOPEKA, KAN.	TOP	CO.	Central 3-2307	3	200	A	A	MKS	G	.55	1.00
		CN.	Central 3-9671	3	200	A	A	MKS		.55	1.00
TORONTO, ONT.	YYZ	AA.	Empire 8-4365	9,5	600	A	A	AC		.55	1.00
		CP.	Butler 6-3601	14A	500	A	A	AC		.45	1.00
		TC.	Empire 6-9471	12,13,7A,22A	200	A	A	AC		.45	1.00
TRAIL, B.C.		See Castlegar	1388	9	200	C	C	C		.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	Windsor 7-5955	3,4	150	A	A	MKS		No Service Available	
TRENTON, N.J.	TTN	AL.	Tuxedo 2-4100	3	150	C	A	PHL		.55	1.00
		NY (Service Suspended)									
TUSCON, ARIZ.	TUS	AA.	Main 3-4911	5,10	600	A	A	DUG	G	.78	1.00
		FL.	Main 2-7447	3,9	200	A	A	DUG		.78	1.00
		TW.	Main 3-5438	8	250	A	A	DUG		.78	1.00
TULSA, OKLA.	TUL	AA.	Temple 8-3361	9,5,10,52	600	A	A	MKS	G	.50	1.00
		BN.	Temple 5-1561	9,3	500	A	A	MKS		.50	1.00
		CO.	Temple 5-7677	9,3,5	200	A	A	MKS		.50	1.00
		CN.	Temple 5-9521	3	200	A	A	MKS		.50	1.00
		TW.	Temple 5-8431	8	250	A	A	MKS		.60	1.00
TUPELO, MISS.	TUP	SO.	Vineyard 2-2055	3	100	C				.50	1.00
TUSCALOOSA, ALA.	TCL	SO.	PL 2-3541	3	100		A			.50	1.00
TUSCUMBIA, ALA.	MSL	See Sheffield, Ala.									
TWIN FALLS, IDA.	TWF	WC.	Redwood 3-6721	3	150	C	C	GGG		.50	1.00
TYLER, TEX.	TYR	TT.	4-9379	3	150	C	A	DAL	G	.60	1.00
UNIAH, CALIF.	UKI	PC.	Homestead 2-3742	3	200		C			No Service Available	
UNIVERSITY, OXFORD, MISS.	UOX	SO.	2498	3	100					No Service Available	
URBANA, ILL.	UML	See Champaign, Ill.									
UTICA, N.Y.	UCA	MO.	6-9375	9,3	200	C	C	C	G	.75	1.00
VAL D'OR, QUE.	YVO	TC.		22A	200	C	C	C		.50	1.00
VAIDOSTA, GA.	VLD	NA.	Cherry 2-4862	17	100	C	C	JAX		.60	1.00
		SO.	CR 2-8945	3	100	C	C	JAX		.60	1.00
VALENTINE, NEB.	VTN	FL.	82	3	200			OMA		No Service Available	
VANCOUVER, B.C.	YVR	TC.	Tatlow 6301	12,13,3,7A,22A	200	C	C	C		.55	.55
		UA.	CREstwood 8-2177	9,10,6,5	300	C	C	C		.45	.55
		CP.	Mutual 3-9211	3,6,9,14A	500	C	AC	C		.35	.55
VENTURA, CALIF.	OKR	See Oxnard, Calif.								No Service Available	
VERNAL, UTAH	VEL	FL.	973	3	200	C	A	DEN		.35	.75
VERO BEACH, FLA.	VRB	EA.	2344	19	200	A	A	FBI		.75	1.00
VICKSBURG, MISS.	VKS	SO.	550	3	100	C				.35	.75
VICTORIA, B.C.	YYJ	TC.	2-5147	3	200	C	C	C		.35	.75
VICTORIA, TEX.	AOE	TT.	HT 5-2341	3	150	C		SAT		No Service Available	



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
VIRGINIA BEACH, VA.	ORF	PI.	UL 5-4761	3	200	C	C	LAX	G	No Service Available	
VISALIA, CALIF.	VIS	BN.	Redwood 4-9293	9	200	C	A	DAL	G	.55	1.25
WACO, TEX.	ACT	BN.	FL-4-3561	9	200	C	A	DAL	G	.55	1.25
WALLA WALLA, WASH.	AIW	UA.	Plymouth 4-4618	3	200	C	A	GEG		.75	1.35
WARREN, OHIO	—	WC.	Jackson 5-8650	9	200	A	A	GEG		.75	1.35
WASHINGTON, D.C.	DCA	See Newport News	Jackson 9-0780	3	150	A	A	GEG		.75	1.35
WASHINGTON, D.C.	DCA	AA.	Executive 3-6460	9,5,15	6000	A	A	AC	G	.65	1.50
WASHINGTON, D.C.	DCA	AL.	District 7-9660	3,19	150	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	AX-(Service Suspended)									
WASHINGTON, D.C.	DCA	BN.	Sterling 3-6280	5,52	500	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	CA.	Sterling 3-300	3,4,8,22	250	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	DL.	District 7-9640	9,10,8	300	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	EA.	RE 7-6880	10,8,6,7,19,52	200	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	NA.	District 7-8905	9,5,6,10,52	400	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	NE.	Sterling 3-3931	6,22	200	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	NW.	Sterling 3-9014	11,10,6	500	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	PAA	Republic 7-5700		400	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	PI.	District 7-1800	3	100	A	A	AC	G	.65	1.50
WASHINGTON, D.C.	DCA	FD.	Served Through Baltimore, Md.							.65	1.50
WASHINGTON, D.C.	DCA	TV.	Sterling 3-4221	8,7,19	700	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	UA.	Sterling 3-0895	9,10,6,5	300	A	A	AC		.65	1.50
WASHINGTON, D.C.	DCA	BN.	AD 4-6835	9,3	200	C	C	PIA		.55	1.35
WASHINGTON, D.C.	DCA	OZ.	Adams 2-0042	3,54	200	C	C	PIA		.55	1.35
WASHINGTON, D.C.	DCA	EA.	Tennison 6-3311	19	200	C	C	A	G	.45	.85
WASHINGTON, D.C.	DCA	MO.	Tennison 6-2020	9,3	200	C	C	A		.45	.85
WASHINGTON, D.C.	DCA	NO.	Turner 6-5729	3	200	A	C	MSP		No Service Available	
WASHINGTON, D.C.	DCA	NE.	Trinity 2-2133	3	200	C	C	BGR		.35	.75
WASHINGTON, D.C.	DCA	CP.	2-2096	1,3,6,9	200	C	C			No Service Available	
WASHINGTON, D.C.	DCA	NO.	3400	19	200	C	C	JAX		No Service Available	
WASHINGTON, D.C.	DCA	WC.	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
WEST HELena, ARK.	HLE	See Helena, Ark.									
WEST PALM BEACH, FLA.	FBI	EA.	Overland 3-9936	7,6,9,52,10	200	A	A	AC	G	.40	1.35
WEST PALM BEACH, FLA.	FBI	EA.	Temple 3-7275	9	200	A	A	AC		.40	1.35
WEST PALM BEACH, FLA.	FBI	FD.	Temple 3-2548	1,15	6000	A	A	AC		.40	1.35
WESTFIELD, MASS.	BAF	AL.	See Springfield, Mass.								
WHEELING, W.VA.	HIG	CA.	Woodsdale 944	3,19	150	C	C	PIT	G	.50	1.10
WHEELING, W.VA.	HIG	CA.	Woodsdale 3308	3	150	C	C	PIT		.50	1.10
WHEELING, W.VA.	HIG	CA.	Chdar 3-0220	19	250	C	C	PIT		.50	1.10
WHITEHORSE, Y.T.	YXY	FAA	2191	11	600		A	C			
WHITEHORSE, Y.T.	YXY	CP.	2211	3,6,9	500	C	C	C			
WHITE PLAINS, N.Y.	HPN	MO.	8-5555	3	200	C		IGA		.60	1.20
WHITE PLAINS, N.Y.	HPN	NY.		20	200	C		IGA		.60	1.20
WHITE PLAINS, N.Y.	HPN	PA (See New York)	ST 6-7341								
WHITE RIVER JCT., VT.	LEB	NE.	Leb 1040	3	200	C	C	BTY		No Service Available	
WHITIA, KAN.	ICT	BN.	WH-3-3284	9,1,5	2000	A	A	MKC		.60	1.20
WHITIA, KAN.	ICT	CO.	WH-3-4241	22	200	A	A	MKC		.60	1.20
WHITIA, KAN.	ICT	CN.	Whitehall 3-3275	3	200	A	A	MKC		.60	1.20
WHITIA, KAN.	ICT	OZ.	WH-3-4191	3,54	200	A	A	MKC		.60	1.20
WHITIA, KAN.	ICT	TM.	Amherst 5-9613	8,19	400	A	A	MKC		.60	1.20
WHITIA FALLS, TEX.	SPS	BN.	322-4520	9	200	A	A	DAL		.75	1.50
WHITIA FALLS, TEX.	SPS	CO.	2-6126	9,3	200	A	A	DAL		.75	1.50
WILkes-BARRE, PA.	AVP	AA.	Olympic 4-6708	9	250	C	C	PHL		.65	1.50
WILkes-BARRE, PA.	AVP	AL.	Olympic 3-1772	3,19	150	C	C	PHL		.65	1.50
WILkes-BARRE, PA.	AVP	EA.	Olympic 4-4649	19	200	C	C	PHL		.65	1.50
WILkes-BARRE, PA.	AVP	TM.	Olympic 5-1171	19	250	C	C	PHL		.65	1.50
WILLIAMS LAKE, B.C.	YWL	CP.		1,3,6,9	200						
WILLIAMSPORT, PA.	IPT	AL.	8-8605	3,19	150	A	C	PIT		.60	1.30
WILLIAMSPORT, PA.	IPT	CA.	8635	3	150	A	C	PIT		.60	1.30
WILLIAMSPORT, PA.	IPT	FL.	8-8683	3	250	A	C	PIT		.60	1.30
WILLIAMSPORT, PA.	IPT	FL.	Greenfield 3-6019	3	200	A	A	GPK		No Service Available	
WILLIAMSPORT, PA.	IPT	LX.		20	200			LAX			
WILLIAMSPORT, PA.	IPT	AA.	East 8-4191	9	250	A	A	C	G	.65	1.55
WILLIAMSPORT, PA.	IPT	EA.	EAS-8-3190	3	150	A	A	C		.65	1.55
WILLIAMSPORT, PA.	IPT	EA.	EA-8-5671	19	200	A	A	C		.65	1.55
WILLIAMSPORT, PA.	IPT	NA.	Roger 3-6232	9	200	A	C	C	G	.55	1.50
WILLIAMSPORT, PA.	IPT	PI.	Roler 3-1606	3	100	A	C	C	G	.55	1.50
WILLIAMSPORT, PA.	IPT	AC.	Woodward 5-1000	Served Through Detroit, Mich.						No Service Available	
WILLIAMSPORT, PA.	IPT	TC.	Clearwater 4-1111	22A	200	C	C	C		.50	1.00
WILLIAMSPORT, PA.	IPT	CP.	Whitehall 3-8421	14A	500	C	AC	C		.35	.75
WILLIAMSPORT, PA.	IPT	TC.	93-9361	12,13,3,22A	200	C	C	C		.35	.75
WILLIAMSPORT, PA.	IPT	NW.	67921	4,6	200	C	C	C		.35	.75
WILLIAMSPORT, PA.	IPT	NO.	8-2144	3	200	C	C			No Service Available	
WINONA, MINN.	ONA	FL.	911	3	200	C	C	DUG		No Service Available	
WINONA, MINN.	ONA	CA.	4-9382	3,22	150	A	A	C	G	.55	1.10
WINONA, MINN.	ONA	EA.	PA-6071	19	200	A	A	C		.55	1.10
WINONA, MINN.	ONA	PI.	Park 5-0911	3	100	A	A	C	G	.55	1.10
WINONA, MINN.	ONA	FL.	See Stevens Point, Wisc.								
WINONA, MINN.	ONA	FL.	666	3	200	C	A	GIF		No Service Available	
WINONA, MINN.	ONA	NE.	Poplar 2-6230	3	200	C		PWD		No Service Available	
WINONA, MINN.	ONA	MO.	Pleasant 7-6367	9,3	200	A	C	C	G	.45	1.45
WINONA, MINN.	ONA	NE.	Swift 9-4431	3	200	A	C	C		.45	1.45
WINONA, MINN.	ONA	FL.	Flrside 7-2142	3	200	C	C	GTF		No Service Available	
WINONA, MINN.	ONA	NO.	3-6655	3	200	C	C			No Service Available	
WINONA, MINN.	ONA	NW.	Glencourt 3-9934	4	200	A	A	SEA	G	.75	1.50
WINONA, MINN.	ONA	WC.	Chestnut 8-3100	3	150	A	A	SEA		.75	1.50
WINONA, MINN.	ONA	PN.	4	16	200					.60	1.00
WINONA, MINN.	ONA	NO.	North 5-7109	3	200	C	C			No Service Available	
WINONA, MINN.	ONA	TC.	1287	22A	200	C	C	C		.35	.75
WINONA, MINN.	ONA	TC.	34611	3	200	C	C	C		.35	.75
WINONA, MINN.	ONA	CA.	Liberty 5-9413	3,4	250	A	C	CAK	G	.50	1.60
WINONA, MINN.	ONA	LC.	Liberty 5-3174	3	200	A	C	CAK		.50	1.60
WINONA, MINN.	ONA	UA.	Liberty 5-9744	6,9	300	A	C	CAK		.50	1.60
WINONA, MINN.	ONA	See Marysville, Calif.									
WINONA, MINN.	ONA	BL.	Sunset 2-1871	3	200	A	C	SAN		.45	.85
WINONA, MINN.	ONA	LC.	Gladstone 2-7561	3	200	C					

# EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital.....	
Live Animals.....	All points.....	West Coast..	Applies Air Freight, Air Express, Nov. 1, 1959--March 1, 1960
Live Animals.....	Through Chicago.....	Ozark.....	
Meat, Meat Products.....	Off Line points within Mexico.....	AA.....	
Poultry.....	All points.....	Ozark .....	Applies to Air Express and Air Freight.

## EXPLANATION OF CODES AND SYMBOLS

✕ -Daily  
 ✕ -Weekdays (Monday through Saturday)  
 ① -Monday  
 ② -Tuesday  
 ③ -Wednesday  
 ④ -Thursday  
 ⑤ -Friday  
 ⑥ -Saturday  
 ⑦ -Sunday  
 Ex-Except

P -Combination Passenger/Cargo  
 Flights with Max. Cargo capacity.  
 Ar-Arrival  
 Lv-Departure  
 f -Optional Landing (flag stop)  
 X -Technical Landing  
 W -Service Temporarily Suspended

## AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;  
 the airline's inter-city rate;

the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

# AIRCRAFT CHARTS

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Douglas DC-6B (combination).....	6	G-22

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50

## BOEING 707

Applicable To PAA, TWA

	4	8	12	16	20	24	28	32	36	40	44	48	
68 A 108 — —													A 68
68 A 126 — —													A 66
64 A 140 106 —													A 64
62 A 152 125 —													A 62
60 A 162 139 101													A 60
58 A 171 150 118													A 58
56 A 181 160 130													A 56
54 A 190 170 141 99													A 54
52 A 199 180 151 118													A 52
50 A 208 188 161 130													A 50
47 A 221 201 174 147 121 106 94 84 63 53 — —													A 47
45 A 232 214 186 161 137 123 113 105 96 85 65 — —													A 45
44 A 233 226 202 178 156 140 124 114 106 95 85 — —													A 44
40 A 243 229 202 178 156 140 124 114 106 95 85 — —													A 40
36 A 250 241 218 195 173 156 138 125 113 106 96 74 A													A 36
32 A 255 250 233 210 187 168 149 135 125 114 105 87 A													A 32
28 A 259 257 243 225 200 179 159 149 138 124 113 96 A													A 28
24 A 263 261 254 238 212 189 179 168 156 140 123 103 A													A 24
20 A 266 265 261 249 222 212 200 187 173 156 137 109 A													A 20
16 A 271 268 266 258 249 238 225 210 195 178 161 142 A													A 16
12 A 273 271 269 266 261 254 243 233 218 202 186 169 A													A 12
8 A 277 272 271 268 265 261 257 250 241 229 214 197 A													A 8
4 A 276 274 273 271 266 263 259 255 250 243 232 216 A													A 4

PACKAGE WIDTH IN INCHES

50A

## BOEING 707

FIRST DIMENSION (LENGTH) IS FOUND AT THE INTERSECTION OF THE OTHER TWO COLUMNS

Applicable To AA

	4	8	12	16	20	24	28	32	36	40	44	48	
69 81													
67 87													
65 94 81													
63 102 89													
61 110 97 81													
59 120 106 90													
56 133 118 104													
53 146 131 118 95													
50 159 144 132 117													
47 171 156 144 132 118 107 100 70 62 52													
44 182 167 156 144 130 119 110 82 80 80 64													
41 193 177 165 153 141 130 118 105 98 91 81													
38 203 186 173 161 150 138 126 114 107 100 91 55													
36 209 191 178 165 155 143 131 119 112 105 96 73													
33 218 200 185 171 160 148 137 126 120 112 103 84													
30 226 207 191 177 165 153 142 132 126 118 109 92													
27 234 214 197 182 169 157 146 137 131 123 114 98													
24 241 220 202 187 173 160 149 141 135 128 119 103													
21 248 225 207 191 176 163 153 143 138 131 123 108													
18 253 231 211 194 179 166 155 147 141 135 126 111													
15 259 236 215 198 182 169 158 149 143 137 129 115													
12 264 241 219 202 185 174 160 151 145 139 131 118													
9 268 246 223 205 188 176 163 153 147 140 132 120													
6 272 250 227 208 191 177 165 155 148 141 133 122													
3 275 254 230 211 194 179 167 157 149 142 134 123													

SECOND DIMENSION (WIDTH) - INCHES

11

## BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
100	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
120	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
140	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
160	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
180	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
200	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
220	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
240	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
260	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
280	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
300	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
320	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
340	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
360	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
380	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
400	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
420	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
440	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
460	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
480	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
500	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54



### CANADAIR NORTH STAR (COMBINATION)

**FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH**

## HEIGHT (IN INCHES)

**FIND LENGTH AT INTERSECTION  
OF HEIGHT AND WIDTH**

**FIRST DIMENSION (IN INCHES)**  
Not Applicable to DL (See Chart 1-A)

**FIND THIRD DIMENSION  
(IN INCHES) AT INTERSECTION OF  
FIRST AND SECOND DIMENSIONS**

## First Dimension in Inches

Find Third Dimension (in inches) At  
Intersection of First & Second Dimensions

**NOTE: IF EXACT DIMENSION IS NOT SHOWN,  
USE NEXT LARGER DIMENSION**



# AIRCRAFT CHARTS

## DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

2

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
16								550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
18									550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
20										550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
22											550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
24												550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
26													550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
28														550	550	550	550	550	550	550	550	550	550	550	550	550	550
30															550	550	550	550	550	550	550	550	550	550	550	550	550
32																550	550	550	550	550	550	550	550	550	550	550	550
34																	550	550	550	550	550	550	550	550	550	550	550
36																		550	550	550	550	550	550	550	550	550	550
38																			550	550	550	550	550	550	550	550	550
40																				550	550	550	550	550	550	550	550
42																					550	550	550	550	550	550	550
44																						550	550	550	550	550	550
46																							550	550	550	550	550
48																								550	550	550	550
50																									550	550	550
52																										550	550
54																											550
56																											
58																											
60																											
62																											
64																											
65																											

	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	261	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	114	113	112	111	110	109	108
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	112	111	110	109	108	107	106
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	110	109	108	107	106	105
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	110	109	108	107	106	105	104	103
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	109	108	107	106	105	104	103	102
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	107	106	105	104	103	102	101
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	100	99	98
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	100	99	98	97
50	170	164	159	153	147	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	99	98	97
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	100	99	98	97	96
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	102	101	100	99	98	97	96	95
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	101	100	99	98	97	96	95	94
58	142	138	134	129	127	123	119	116	113	111	109	108	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92
60	134	130	125	123	121	119	116	113	111	109	107	105	104	103	102	101	100	99	98	97	96	95	94	93	92	91	90
62			126	121	119	117	115	112	109	107	105	103	101	100	99	98	97	96	95								
64				117	114	111	110	107	105	102	100	98	96	95	94	93											
65							108	105	102	100	98	95	94	93													



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# AIRCRAFT CHARTS

6

## DOUGLAS DC-6B

LINE A applies to: AA, CP, WA  
 LINE B applies to: CO, KL, SAS  
 LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87	90	93	96	99	102	105	108	111	114	117	120	123	126	129	132	135	138	141	144	147	150	153	156	159	162	165	168	171	174	177	180	183	186	189	192	195	198	201	204	207	210	213	216	219	222	225	228	231	234	237	240	243	246	249	252	255	258	261	264	267	270	273	276	279	282	285	288	291	294	297	300	303	306	309	312	315	318	321	324	327	330	333	336	339	342	345	348	351	354	357	360	363	366	369	372	375	378	381	384	387	390	393	396	399	402	405	408	411	414	417	420	423	426	429	432	435	438	441	444	447	450	453	456	459	462	465	468	471	474	477	480	483	486	489	492	495	498	501	504	507	510	513	516	519	522	525	528	531	534	537	540	543	546	549	552	555	558	561	564	567	570	573	576	579	582	585	588	591	594	597	600	603	606	609	612	615	618	621	624	627	630	633	636	639	642	645	648	651	654	657	660	663	666	669	672	675	678	681	684	687	690	693	696	699	702	705	708	711	714	717	720	723	726	729	732	735	738	741	744	747	750	753	756	759	762	765	768	771	774	777	780	783	786	789	792	795	798	801	804	807	810	813	816	819	822	825	828	831	834	837	840	843	846	849	852	855	858	861	864	867	870	873	876	879	882	885	888	891	894	897	900	903	906	909	912	915	918	921	924	927	930	933	936	939	942	945	948	951	954	957	960	963	966	969	972	975	978	981	984	987	990	993	996	999	1002	1005	1008	1011	1014	1017	1020	1023	1026	1029	1032	1035	1038	1041	1044	1047	1050	1053	1056	1059	1062	1065	1068	1071	1074	1077	1080	1083	1086	1089	1092	1095	1098	1101	1104	1107	1110	1113	1116	1119	1122	1125	1128	1131	1134	1137	1140	1143	1146	1149	1152	1155	1158	1161	1164	1167	1170	1173	1176	1179	1182	1185	1188	1191	1194	1197	1200	1203	1206	1209	1212	1215	1218	1221	1224	1227	1230	1233	1236	1239	1242	1245	1248	1251	1254	1257	1260	1263	1266	1269	1272	1275	1278	1281	1284	1287	1290	1293	1296	1299	1302	1305	1308	1311	1314	1317	1320	1323	1326	1329	1332	1335	1338	1341	1344	1347	1350	1353	1356	1359	1362	1365	1368	1371	1374	1377	1380	1383	1386	1389	1392	1395	1398	1401	1404	1407	1410	1413	1416	1419	1422	1425	1428	1431	1434	1437	1440	1443	1446	1449	1452	1455	1458	1461	1464	1467	1470	1473	1476	1479	1482	1485	1488	1491	1494	1497	1500	1503	1506	1509	1512	1515	1518	1521	1524	1527	1530	1533	1536	1539	1542	1545	1548	1551	1554	1557	1560	1563	1566	1569	1572	1575	1578	1581	1584	1587	1590	1593	1596	1599	1602	1605	1608	1611	1614	1617	1620	1623	1626	1629	1632	1635	1638	1641	1644	1647	1650	1653	1656	1659	1662	1665	1668	1671	1674	1677	1680	1683	1686	1689	1692	1695	1698	1701	1704	1707	1710	1713	1716	1719	1722	1725	1728	1731	1734	1737	1740	1743	1746	1749	1752	1755	1758	1761	1764	1767	1770	1773	1776	1779	1782	1785	1788	1791	1794	1797	1800	1803	1806	1809	1812	1815	1818	1821	1824	1827	1830	1833	1836	1839	1842	1845	1848	1851	1854	1857	1860	1863	1866	1869	1872	1875	1878	1881	1884	1887	1890	1893	1896	1899	1902	1905	1908	1911	1914	1917	1920	1923	1926	1929	1932	1935	1938	1941	1944	1947	1950	1953	1956	1959	1962	1965	1968	1971	1974	1977	1980	1983	1986	1989	1992	1995	1998	2001	2004	2007	2010	2013	2016	2019	2022	2025	2028	2031	2034	2037	2040	2043	2046	2049	2052	2055	2058	2061	2064	2067	2070	2073	2076	2079	2082	2085	2088	2091	2094	2097	2100	2103	2106	2109	2112	2115	2118	2121	2124	2127	2130	2133	2136	2139	2142	2145	2148	2151	2154	2157	2160	2163	2166	2169	2172	2175	2178	2181	2184	2187	2190	2193	2196	2199	2202	2205	2208	2211	2214	2217	2220	2223	2226	2229	2232	2235	2238	2241	2244	2247	2250	2253	2256	2259	2262	2265	2268	2271	2274	2277	2280	2283	2286	2289	2292	2295	2298	2301	2304	2307	2310	2313	2316	2319	2322	2325	2328	2331	2334	2337	2340	2343	2346	2349	2352	2355	2358	2361	2364	2367	2370	2373	2376	2379	2382	2385	2388	2391	2394	2397	2400	2403	2406	2409	2412	2415	2418	2421	2424	2427	2430	2433	2436	2439	2442	2445	2448	2451	2454	2457	2460	2463	2466	2469	2472	2475	2478	2481	2484	2487	2490	2493	2496	2499	2502	2505	2508	2511	2514	2517	2520	2523	2526	2529	2532	2535	2538	2541	2544	2547	2550	2553	2556	2559	2562	2565	2568	2571	2574	2577	2580	2583	2586	2589	2592	2595	2598	2601	2604	2607	2610	2613	2616	2619	2622	2625	2628	2631	2634	2637	2640	2643	2646	2649	2652	2655	2658	2661	2664	2667	2670	2673	2676	2679	2682	2685	2688	2691	2694	2697	2700	2703	2706	2709	2712	2715	2718	2721	2724	2727	2730	2733	2736	2739	2742	2745	2748	2751	2754	2757	2760	2763	2766	2769	2772	2775	2778	2781	2784	2787	2790	2793	2796	2799	2802	2805	2808	2811	2814	2817	2820	2823	2826	2829	2832	2835	2838	2841	2844	2847	2850	2853	2856	2859	2862	2865	2868	2871	2874	2877	2880	2883	2886	2889	2892	2895	2898	2901	2904	2907	2910	2913	2916	2919	2922	2925	2928	2931	2934	2937	2940	2943	2946	2949	2952	2955	2958	2961	2964	2967	2970	2973	2976	2979	2982	2985	2988	2991	2994	2997	3000	3003	3006	3009	3012	3015	3018	3021	3024	3027	3030	3033	3036	3039	3042	3045	3048	3051	3054	3057	3060	3063	3066	3069	3072	3075	3078	3081	3084	3087	3090	3093	3096	3099	3102	3105	3108	3111	3114	3117	3120	3123	3126	3129	3132	3135	3138	3141	3144	3147	3150	3153	3156	3159	3162	3165	3168	3171	3174	3177	3180	3183	3186	3189	3192	3195	3198	3201	3204	3207	3210	3213	3216	3219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# AIRCRAFT CHARTS

## DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

2	4	6	8	10	12	14	16	18	20	22
2	71									
4	71	69								
6	71	69	67							
8	71	69	67	66						
10	71	69	67	66	65					
12	71	69	67	66	65	65				
14	71	69	67	66	65	65	64			
16	71	69	67	66	65	65	64	63		
18	71	69	67	66	65	65	64	63	61	
20	71	69	67	66	65	65	64	63	61	61
22	68	67	66	66	65	65	64	63	60	60
24	60	60	60	60	60	60	60	60	60	60
26	60	60	60	60	60	60	60	60	60	40
28	42	42	42	42	42	42	42	42	40	37
30	36	36	36	36	36	36	36			
32	34	34	34	34	34	34				
34	34	34	34							

### EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....	23"x28"x44"	LC.....	20"x24"x44"
CP.....	24"x28"x35"	FL.....	36"x44"x86"
	56"x56"x93"	NE, PC.....	28"x40"x44"
	24"x60"x181"		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	31	31
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30

FIND HEIGHT (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15

## DOUGLAS DC-6A (ALL CARGO) DOUGLAS DC-7B F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	206	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115	
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115			
87	136	133	130	127	124	122	121	119	118	117	115	114	113					
90	132	128	125	122	121	120	118	117	116	115	112							
93	127	124	122	119	116	115	114	113	112	111								
96	124	121	119	116	114	113	112											
99	120	118	116	114	112													
102	117	115																
105	115																	

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

## 23 LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

	54	60	66	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	495	366	297
16	576	498	396	293	264
24	480	402	318	246	228
30	390	327	270	216	198
36	324	276	231	189	162
48	240	210	176	144	132
60	186	165	138	110	108
72	141	117	110		
86	117				

FIND LENGTH (IN INCHES) AT  
INTERSECTION OF HEIGHT  
AND WIDTH



# 7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

		FIRST DIMENSION (IN INCHES)															
		2	12	13	18	18	21	24	25	28	29	30	38	40			
SECOND DIMENSION (IN INCHES)	2	312	300	300	300	300	300	300	300	300	123	100	100	100			
	3	312	300	266	220	220	200	200	200	200	111	100	100	100			
	4	300	300	200	200	200	200	200	200	200	111	100	100	100			
	6	300	202	170	170	170	170	170	170	170	101	100	100	100			
	8	300	177	152	152	152	152	152	152	152	100	100	100	100			
	9	300	158	137	137	137	137	137	137	137	100	100	100	100			
	10	300	158	137	137	137	137	137	137	137	100	100	100	100			
	12	300	142	128	124	124	124	124	124	124	100	100	100	100			
	13	300	128	114	114	114	114	114	114	114	100	100	100	100			
	14	300	128	114	114	114	114	114	114	114	100	100	100	100			
	15	300	124	114	108	108	108	108	108	108	100	100	100	100			
	16	300	124	114	108	108	108	108	108	108	100	100	100	100			
	17	300	124	114	108	104	104	104	104	104	100	100	100	100			
	18	300	125	114	108	104	104	104	104	104	100	100	100	100			
	19	300	124	114	108	104	101	101	101	101	60	60	60	60			
	20	300	124	114	108	104	101	101	101	101	60	60	60	60			
	21	300	124	114	108	104	100	100	100	100	60	60	60	60			
	22	300	124	114	108	104	100	80	80	80	42	42	29				
	23	300	124	114	108	104	100	52	48	45	42	42	29				
	24	300	124	114	108	104	100	52	48	45	42	42	29				
	25	300	124	114	108	104	100	48	29	29	29	29	29				
	26	300	124	114	108	104	100	48	29	29	29	29	29				
	28	300	124	114	108	104	100	45	29	29	29	29	29				
	30	100	100	100	100	100	60	42	29	29							
	32	100	100	100	100	100	60	29									
	40	100	100	100	100	100	60										

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

# 52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
	26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
	24	159	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79
	22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
	20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
	18	163	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106
	16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100
	14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99
	12	165	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106
	10	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
	5	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	

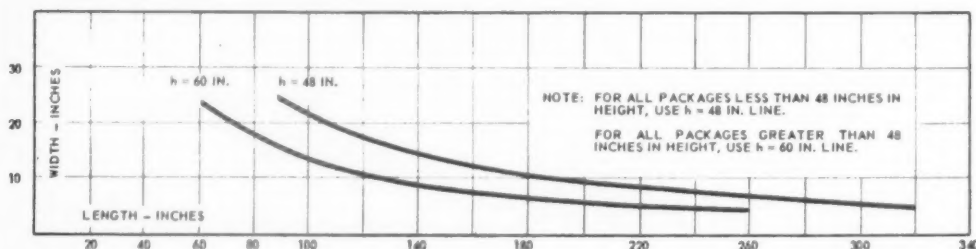
# 16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	20	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	22	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	24	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	26	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	28	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	30	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	32	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	34	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	36	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	38	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	40	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

# 8A LOCKHEED 049 CARGO Maximum Package Size Chart



# 7A LOCKHEED SUPER CONSTELLATION (COMBINATION)

Applicable only to TC  
(See Chart 7 for other Carriers)

HEIGHT (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	21	22	24	26	28	30	32	34
2	312	300	202	177	158	142	128	117	110	107	105	71	65	59	54	49	44	39
4	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
6	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
8	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
10	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
12	310	300	202	177	158	142	128	117	110	107	105	68	63	58	52	47	42	
13	310	255	197	174	156	139	126	116	109	107	104	65	60	55	50	45	41	
14	300	255	197	174	156	139	126	116	109	105	104	65	60	55	50	45	41	
16	300	243	193	171	153	137	124	115	109	105	103	65	60	55	50	45	41	
18	300	234	190	168	150	135	122	113	108	104	103	65	60	55	50	45	41	
20	300	225	186	165	147	133	121	112	107	104	102	65	60	55	50	45	41	
22	300	218	181	162	144	130	119	111	106	103	102	65	60	55	50	45	41	
24	300	212	177	158	141	128	118	110	105	102	101	57	52	48	45	42		
26	300	206	174	155	147	126	116	108	104	101	101	29	29	29	29	29		
28	300	200	170	152	137	124	114	108	104	101	100	29	29	29	29	29		
29	125	111	101	93	85	78	73	68	65	29		29	29	29	29	29		
30	98	90	85	80	74	70	67	67	57	29		29	29	29	29	29		
34	87	80	75	71	67	64	61	59	57	29		29	29	29	29	29		
39	56	55	54	54	53	52	52	51	51	29		29	29	29	29	29		

# AIRCRAFT CHARTS

## 19 MARTIN

LINE A applies to: EA  
LINE B applies to: DL, TW  
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

Line	3	8	9	12	15	19	20	30	40	50	53
A	136	136	136	136	136	136	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	74	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	24	24	24	24
A	74	74	74	74	74	74	74	56	56	44	44
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	24	24	24	24
A	74	74	74	74	74	74	74	56	56	—	—
B	70	70	70	70	56	56	56	56	56	—	—
C	56	56	56	56	56	56	56	24	24	24	24
A	74	74	74	74	—	—	—	—	—	—	—
B	70	70	70	70	—	—	—	—	—	—	—
C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 22

## VISCOUNT

Not Applicable to TC

FIRST DIMENSION (IN INCHES)

	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
10	46	46	46	46	46	37	37	35	35	18	18	18	18	18	18	18	18	18
12	46	46	46	46	46	36	36	35	35	18	18	18	18	18	18	18	18	18
14	46	46	46	46	46	35	35	35	35	18	18	18	18	18	18	18	18	18
16	46	45	45	45	35	35	35	35	35	18	18	18	18	18	18	18	18	18
18	46	40	40	40	35	35	35	35	35	18	18	18	18	18	18	18	18	18
20	46	36	36	36	31	18	18	18	18	18	18	18	18	18	18	18	18	15
22	46	36	33	29	21	18	18	18	18	18	18	18	18	18	18	15	15	15
24	46	36	30	27	21	18	18	18	18	18	18	18	18	18	15	15	15	15
26	46	36	28	24	21	18	18	18	18	18	18	18	18	18	18	18	18	18
28	46	36	26	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18
30	46	36	24	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18
32	46	31	23	21	19	18	18	18	18	15	15	15	15	15	15	15	15	15
34	46	31	21	21	18	18	18	18	18	15	15	15	15	15	15	15	15	15
36	35	31	20	20	18	16	16	16	15	12	12	12	12	12	12	12	12	12
38	35	19	19	19	18	15	15	15	15	15	15	15	15	15	15	15	15	15

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 17 LOCKHEED LODESTAR

MAXIMUM DIMENSIONS:

24 IN. x 20 IN. x 34 IN.

## 18 SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

## 21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

## 20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

## 22A

## VICKERS VISCOUNT

Applicable Only To TC

	50	52	54	56	58	60	65	70	75	80	85	90	95	100
8	36	36	36	36	36	36	20	20	18	18	18	18	18	18
10	35	35	35	35	35	20	20	20	18	18	18	18	18	18
12	35	35	35	35	20	20	20	20	18	18	18	18	18	17
14	35	35	35	20	20	20	20	19	18	18	18	18	17	17
16	34	34	20	20	20	20	20	19	18	18	18	17	17	17
18	33	20	20	20	20	20	20	19	18	17	17	17	17	17
20	32	20	20	20	20	20	19	19	17	17	17	17	16	16
22	30	20	20	19	19	19	19	18	17	17	16	16	15	15
24	27	19	19	19	19	19	19	18	17	16	16	15	15	15
26	25	19	19	19	19	19	18	17	16	15	15	15	15	15
28	21	19	19	18	18	18	18	16	15	15	15	15	15	15
30	19	19	19	18	18	18	18	15	15	15	15	15	15	15
32	18	18	18	18	18	18	17	17	17	17	17	17	17	17
34	18	18	18	17	17	17	17	17	17	17	17	17	17	17
36	17	17	17	17	17	17	17	17	17	17	17	17	17	17
38	15	15	15	15	15	15	15	15	15	15	15	15	15	15

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.  
AC-Accepted on ALL-CARGO aircraft only.  
N-Not accepted.  
@-Air Express only.  
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live . . . . .	AC(2-6)	A(2)	⑤ 11	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2-6)	N	A(2-7)
EXCEPTIONS											
Alligators . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Alligators, baby . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Animals, in excess of 200 lbs . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2,57)	AC(2-6)	N	A(2-6-7)
Apes . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bears, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Bears, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bees . . . . .	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(17,57)	A(2)	N	A(2-7)
Birds . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(57)	AC(2)	N	A(2-7)
EXCEPTIONS											
Birds, small . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Canaries . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Parakeets . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Parrots . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Cats . . . . .	A(2-4-51)	N	A(2)	AC(2)	AC(2)	A(12)	N	A(2,57)	AC(2)	N	A(2-7)
Chimpanzees . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	A(2-7)
Chinchillas . . . . .	AC(2)	N	A(2)	N	AC(2)	58	N	A(2,57)	AC(2)	N	N
Dogs . . . . .	A(2-4-51)	N	A(2-13-15)	AC(2)	AC(2)	A(12)	N	A(2,57)	AC(2)	N	⑤
Elephants . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Fish . . . . .	A(2)	A(2-16)	A(2-16)	AC(2-16)	AC(2)	A(2-25-40)	N	A(2,16,57)	A(2)	A(16)	A(2-16-7)
EXCEPTIONS											
Clams . . . . .	A(2)	A(2-16)	A(16)	A(2-16)	AC	A(2-25-40)	N	A(2,16,57)	A(2)	A(16)	A(2-16-7)
Goldfish . . . . .	A(2)	A(2-16)	A(2-16)	A(23)	AC(2)	N	N	A(16a,57)	A(2)	A(23)	A(2-16-7)
Lobsters . . . . .	A(16b)	A(2-16)	A(16b)	A(16b)	N	A(25-16b)	N	A(16b,57)	A(16b)	A(16b)	A(16b-7)
Shellfish . . . . .	A(2)	A(2-16)	A(16)	A(2-16)	AC(16)	A(2-25)	N	A(2,16,57)	A(2)	A(16)	A(2-16-7)
Tropical Fish . . . . .	A(16a)	A(2-16)	N	A(16a)	A(16a)	A(25-16a)	A(16a)	A(16a,57)	A(16a)	A(16a)	A(16a-7)
Foxes . . . . .	AC(2)	A(2-16)	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2)	N	A(2-7)
Guinea Pigs . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Hamsters . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Hippopotamus . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Horses, race . . . . .	N	N	N	N	N	N	N	N	N	N	N
Insects . . . . .	A(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	A(2)	N	A(2-7)
Lions, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Lions, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Livestock . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-7)
EXCEPTIONS											
Calves . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-7)
Cattle, grown . . . . .	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated . . . . .	N	N	N	N	N	N	N	N	N	N	N
Goats . . . . .	AC(2)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
Horses, draft . . . . .	N	N	N	N	N	N	N	N	N	N	N
Sheep . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-7)
Swine . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6-7)
Mink . . . . .	AC(2)	N	N	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Monkeys . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2)	N	N
Orangoutangs . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Pets, small . . . . .	AC(2-6-51)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Poultry . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	N
EXCEPTIONS											
Chicks . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Ducklings . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Gooslings . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Poultry, baby . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Poult (except turkey) . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	N
Poult, turkey . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14-7)
Rabbits . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Reptiles . . . . .	AC(2-6)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
EXCEPTIONS											
Reptiles, small . . . . .	AC(2)	N	A(2)	N	AC(2)	N	N	A(2,57)	A(2-6)	N	N
Rodents . . . . .	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
EXCEPTIONS											
Coypu (Nutria) . . . . .	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Mice . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	N
Rats . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Skunks, pet . . . . .	AC(2-51)	N	N	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2-7)
Snakes, non-poisonous and harmless . . . . .	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2,57)	AC(2-6)	N	A(2)
Tigers, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Tigers, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Wolves . . . . .	AC(2)	N	N	N	N	N	N	N	AC(2-6)	N	N
Worms . . . . .	AC(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	A(2)	A(16)	A(2-7)



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# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A—Accepted for shipment on all aircraft operated by the carrier.  
 AC—Accepted on ALL-CARGO aircraft only.  
 N—Not accepted.  
 E—Air Express only.  
 Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live.....	A(2-10)	A(2)	AC(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Alligators.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Alligators, baby.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Animals, in excess of 200 lbs	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-7)	N
Apes.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub.....	A(2-10)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees.....	A(2-10)	A(2)	A(3)	N	A(17-41)	A(3-4)	A(17)	AC(2)	AC(17)	N	N
Birds.....	A(2-10)	A(2)	A(3)	N	A(41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Birds, small.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Canaries.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	E	AC(2)	A(2-30-40-56)	A(2-7)	N
Parakeets.....	A(2-10)	A	A(3)	A-13	A(2-41)	A(3-4)	A	AC	AC(2-44)	A(34)	A(2)
Parrots.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	AC(2)	A(2-7)	N
Cats.....	A(2-10)	A(2-13)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2-58)	A(2-12-30-31)	A(2-4)	A(2)
Chimpanzees.....	A(2-10)	N	A(3)	A(13)	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(29)	A(30-40)	A(2)	A(2)
Dogs.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	AC(2-58)	A(2-12-30-31)	A(2-4)	A(2)
Elephants.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish.....	A(2-10)	A(2-16)	A(3)	A(2-16)	A(2-16-41)	A(3-4-16)	N	A(16)	AC(2)	A(16)	N
EXCEPTIONS											
Clams.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-41)	A(3-4-16)	N	A(2)	A(2-16)	A(2)	A(16)
Goldfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16a)	A(3-4-16)	A(2)	A(16a)	A(23-30-40)	A(16)	N
Lobsters.....	A(10-16b)	A(16b)	A(16b)	A(16-b)	A(16b-41)	A(3-4-16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)
Shellfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-41)	A(3-4-16)	A(2)	A(16b)	N	A(16)	A(2-16)
Tropical Fish.....	A(10-16b)	A(16a)	A(16a)	A(2-16a)	A(41-16a)	A(3-4-16a)	A(16a)	A(16a)	A(16a-30-40)	A(16a)	A(16a)
Foxes.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs.....	A(2-10)	A(2)	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Hamsters.....	A(2-10)	A	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
Hippopotamus.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated.....	N	N	N	N	N	N	N	N	N	N	N
Goats.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Monkeys.....	A(2-10)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A(2-39)	N
Orangoutangs.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	A(2-13-58)	AC(2)	A(2-7)	A(2)
Poultry.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
EXCEPTIONS											
Chicks.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7-14)	A(14)
Ducklings.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Goslings.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
Poultry, baby.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Poults (except turkey).....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Poults, turkey.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Rabbits.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Reptiles.....	A(2-10)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-18-30)	N	A(2)
Rodents.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Coypu (Nutria).....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	A(2-30-40-50)	A(2-7)	A(2)
Mice.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2-5)	A(2-7)	A(2)
Rats.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Skunks, pet.....	A(2-10)	N	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
Snakes, non-poisonous and harmless.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-30-40)	N	A(2)
Tigers, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms.....	A(2-10)	A(2)	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	A(33)	A(2-7)	A(2)

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A—Accepted for shipment on all aircraft operated by the carrier.  
AC—Accepted on ALL-CARGO aircraft only.  
N—Not accepted.  
E—Air Express only.  
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX	LC	MO	NA
Alcoholic Beverages .....	A(20)	A	A	A(19)	N	N	N	A	A(19)	N	A	A	A	N	A(19)
Automobiles, uncrated .....	AC	N	N	AC	N	N	N	AC	N	N	A	N	N	N	N
Eggs, raw poultry .....	A	A	A	A(2)	AC	A	A	A	A(48)	A	A	A(2)	A	N	A
Etiologic Agents .....	A	A	A	A	A	A	N	A	A	N	A	A	A	A	N
Fabrics, in rolls .....	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49)
Flowers, in boxes:															
Not over 36" in length .....	A	A	A	A	A	A	A	A	*A	A	A	A	A	A	A
Not over 44" in length .....	A	A	A	A	A	A	A	A(11)	*A	A	A	A	A	A	A(9)
Not over 48" in length .....	A	A	N	A	A	A	A	A	*A	A	A	A	N	A	A(9)
Not over 60" in length .....	A	A	N	A	A	A(11)	N	AC	*A(7-10)	A	A	A	N	N	N
over 60" in length .....	A	N	N	AC	AC	A(11)	N	AC	*A(7-10)	A	A	A	N	N	N
Foods, perishable .....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Fruit: fresh .....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen .....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries .....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .....	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks .....	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	N
Glass, thermo-pane .....	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated .....	A(4-5)	A(4-5)	A(4)	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5-8)	A(4-5-7)	A	A(5)	A(4-22)	N	A(4-5)
Human Remains, Infant .....	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	AC(5)	A(5)	A(4-5-7)	A	A(5)	A(4-22)	N	A(4-5)
Liquids in Cans .....	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging .....	N	N	N	AC	AC	N	N	AC	AC(8)	N	A	A	N	N	N
Meat: fresh .....	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen .....	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh .....	A	A(16)	A(16)	A	AC	A	A	A	N	A	A	A	A(16)	N	A
Perishables not in leakproof containers where time is principal factor in shipment ..	A	N	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps .....	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain .....	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh .....	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A
Frozen .....	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages .....	A(19)	E	A	A	A	A	N	A	N	N	A(19)	N	N	A(45)	A	N
Automobiles, uncrated .....	N	N	N	N	N	N	N	A	N	N	N	N	AC	AC	N	N
Eggs, raw poultry .....	A	A	A(54)	A(2)	A	A	N	A	N	A(38)	A	N	A	N	A(2)	A
Etiologic Agents .....	A	N	N	A	A	N	N	A	A	A	A	A	A	N	A	A
Fabrics, in rolls .....	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49a)	A(49a)	A(49a)	A(49a)
Flowers, in boxes:																
Not over 36" in length .....	A	A	A	A	A	A	A	A	A	A(47)	A	A	A	A	A	A
Not over 44" in length .....	A	A	A	A	A	A	N	A	A	A(47)	A	A	A(10)	A	A(11)	A
Not over 48" in length .....	A	A(11)	A	A	N	A	N	A	N	A(47)	A	A	A(10)	A(11)	A(11)	A
Not over 60" in length .....	A(11-55)	N	A(24)	A	N	A	N	A	N	A(47)	A	A	AC	A(11)	A(11)	N
Over 60" in length .....	A(11-55)	N	A(24)	A	N	A	N	A	N	A(47)	A	N	AC	A(11)	A(11)	N
Foods, perishable .....	A	A	A(54)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh .....	A	A	A(54)	A	A	A	N	A	A	A(38)	A	A	A	A	A(16)	A
Frozen .....	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(16)	A
Berries .....	A	A	A(54)	A	A	A	N	A	A	A	A	A	A	A(32)	A(16)	A
Garments:																
Not boxed or crated .....	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .....	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane .....	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated .....	A(22)	N	A(4-24)	A(5)	A(4-5)	N	A(5-21)	A	N	AC	A(4-5)	N	A(5)	A(5-22)	N	N
Human Remains, Infant .....	A(22)	A(4-5)	A(54)	A(5)	A(4-5)	A(5-21)	A(5-21)	A	N	A(38)	A(4-5)	E	A(5)	A(5-22)	N	N
Liquids in Cans .....	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging .....	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh .....	A	A(2)	A(54)	A	A(2)	A	N	A	N	A(38)	A	A	A	A	A(16)	A
Frozen .....	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(16)	A
Milk, fresh .....	A	A(16)	A(54)	A	A	N	N	A	N	A(38)	A(16)	A	A	N	N	A(16)
Perishables not in leakproof containers where time is principal factor in shipment .....	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps .....	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain .....	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh .....	A	A	A(54)	A	A	A	N	A	A	A(38)	A	A	A	A	A(16)	A(16)
Frozen .....	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(16)	A(16)

\*Effective with October 16.



# SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

## EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient transit-breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive; securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention in transit is required, a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft. (Except cremated Human Remains).
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting. The carrier will not be liable for purging action on the part of the embalming fluid which may damage the casket.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Not accepted on Convair aircraft.
8. Accepted on Speedpak equipment only.
9. Not accepted on Lodestar aircraft.
10. Not accepted on Martin aircraft.
11. Not accepted on DC-3 aircraft.
12. Accepted on combination aircraft only when in Tuttle-type Kennels (small—16½ x 23½ x 27"; large—23½ x 37 x 39") subject to the following:  
**CO:** will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.  
**NA:** will not accept large Kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.  
**UA:** will accept Tuttle Kennels only.
13. Accepted on combination aircraft only as excess baggage.
14. Baby poultry such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
15. Not accepted on F-27A equipment.
16. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
- 16a. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE" "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 16b. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than fresh or sea-water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top. All flap edges to be tape sealed.
17. Only shipments consisting of queen bees and their attendant bees are acceptable.
18. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2½ inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
19. Accepted only from, to or within only those states which do not require the carrier to have a special permit, license or bond.
20. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
21. Case not to exceed 42 inches in length and 28 inches in width.
22. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL, 20" x 24" x 60".)
23. Must be enclosed in a leak-proof plastic bag enclosed in sufficient absorbing material to absorb the moisture in event of breakage, and sufficient insulating material to protect the fish from extreme cold.
24. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only.

**EXCEPTION:** One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.

25. Not accepted on DC-6B or DC-7B aircraft.
26. Acceptable only when packaged in a completely waterproof container of tested corrugated fibreboard (or its equivalent) having a bursting strength (as indicated on the container) of not less than 200 lbs. per square inch, with the refrigerant separately enclosed in a completely waterproof, puncture-resistant container.
27. This note reference not used.
28. This note reference not used.
29. Accepted as air express only.
30. Not accepted on DC-6B and DC-6B Air Tourist equipment.
31. Not accepted on DC-7 Air Tourist equipment.
32. Accepted only when securely crated. When the shipment consists of bundles made up of more than one wooden crate, each bundle must be secured by nailing two narrow wooden cleats or one 4-inch wooden cleat on each end of each bundle to prevent shifting. Bundles must be limited to five crates or less per bundle.
33. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
34. Accepted as air express or air freight when at the risk of the shipper or consignee. Not accepted for carriage as excess baggage.
35. Accepted only when shipped in plastic leak-proof containers and require no care in transit.
36. Advance arrangements required on cargo aircraft.
37. Accepted only on North Star, DC-3 or all-cargo aircraft.
38. Accepted on North Star, Viscount, DC-3 and all-cargo aircraft throughout the year, but will only be accepted on other equipment from May 1 to September 30 inclusive.
39. Accepted as air express or air freight on WA when at the risk of the shipper or consignee.
40. Not accepted on DC-7 aircraft except between California and Hawaii.
41. Not accepted on Super Constellation aircraft.
42. Accepted only if packed in accordance with the following specifications:  
 Each container must have attached to the bottom a 1" by 1" slot to allow sufficient circulation of air in and around the containers.
43. This note reference not used.
44. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only—Maximum: two birds per passenger).
45. Not accepted for carriage to points in Massachusetts, New Jersey, Ohio.
46. Not accepted for carriage on DC-4 aircraft.
47. Flowers can only be accepted in boxes up to the following lengths:  
 Freighter aircraft —No limitation  
 DC-3 aircraft —Up to 60 inches  
 Viscount aircraft —Up to 56 inches  
 North Star aircraft —Up to 47 inches
48. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
49. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
- 49a. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy-five pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
50. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.
51. Permanent-type plywood kennels of several sizes are stocked at freighter stations for direct sale to shippers. Kennels will accommodate dogs up to 25 inches high at the shoulder and weighing no more than 75 pounds.
52. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."
53. Not accepted on DC-6B or DC-7C aircraft unless prior arrangements are accomplished for cabin accommodations.
54. Not accepted on DC-6B or DC-7C equipment.  
**NW:** Tropical Fish will be accepted on DC-6B equipment between terminals MIA-TPA on one hand and terminals MDW-MSP on other hand.
55. Not accepted on Viscount equipment.
56. Accepted as excess baggage; limit two birds per passenger.
57. Not acceptable on Britannia equipment.
58. Accepted on Boeing 707 Aircraft.

# ALL CARGO FLIGHT SCHEDULES

The following are schedules for all-cargo aircraft or combination passenger-cargo flights offering maximum allocated freight capacity. Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for passenger flight schedules. (See Page G-16 for Explanation of Codes and Symbols.)

## AER LINGUS, IRISH AIRLINES (ALT)

800 ①③ ⑤	860 ②	850 ①④ ④	840 ④	830 ⑤	822 ②④ ⑥	820 ⑥	810 ③	DC-3 Read Down Read Up		811 ③	821 ⑥	823 ②④ ④	831 ⑤	841 ④	851 ①④ ④	861 ②	801 ①③ ⑤
1120	0755	0755	1815	1850	1305	0715	1820	Lv DUBLIN.....Ar	2200	1135	1720	2310	2255	1240	1235	1740	
↓	↓	↓	↓	↓	↓	↓	↓	Ar LIVERPOOL.....Lv	2050	↓	↓	↓	↓	↓	↓	↓	↓
1330	0930	0930	1950	2015	1420	0830	1925	Ar MANCHESTER.....Lv		1015	1600	2145	2120	1100	1055	1525	
								Ar GLASGOW.....Lv									
								Ar BIRMINGHAM.....Lv									
								Ar BRISTOL.....Lv									
								Ar CARDIFF.....Lv									
								Ar LONDON.....Lv									

## AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 ③	583 ③	C-46 Read Down Read Up		584 ③	582 ③	617 ④
1200	0500	0530	Lv MAIQUETIA (CARACAS).....Ar	1015	0920	1515	
↓	↓	↓	Ar BARCELONA.....Lv	↓	↓	↓	
		0630	Ar BARCELONA.....Lv				
		0645	Lv BARCELONA.....Lv				
		0705	Ar CUMANA.....Lv				
		0720	Lv CUMANA.....Lv				
		0740	Ar PORLAMAR.....Lv				
		0755	Lv PORLAMAR.....Lv				
		0815	Lv CARUPANO.....Lv	0830			
			VALERA.....Lv				
			VALERA.....Lv				
			Ar MARACAIBO.....Lv	0720			
			KINGSTON.....Lv			1030	
			KINGSTON.....Ar			1000	
			Ar MIAMI.....Lv			0700	

## AEROLINEAS ARGENTINAS (ARG)

692 ③⑥	620 ②⑦	C-47 Read Down Read Up		621 ①③⑥	693 ①③⑥
0630	Lv BUENOS AIRES.....Ar	0205			
0850	Ar BAHIA BLANCA.....Lv	2355			
0905	Lv BAHIA BLANCA.....Ar	2340			
1150	Ar TRELEW.....Lv	2120			
1205	Lv TRELEW.....Ar	2105			
1335	Ar COMODORO RIVADAVIA.....Lv	1945			
1435	Lv COMODORO RIVADAVIA.....Ar	1930			
1545	Ar PUERTO DESEADO.....Lv	1820			
1600	Lv PUERTO DESEADO.....Ar	1805			
1705	Ar SAN JULIAN.....Lv	1710			
1725	Lv SAN JULIAN.....Ar	1650			
1755	Ar SANTA CRUZ.....Lv	1620			
1810	Lv SANTA CRUZ.....Ar	1605			
1900	Ar RIO GALLEGOS.....Lv	1515			
0900	Lv RIO GALLEGOS.....Ar	1415			
1010	Ar RIO GRANDE.....Lv	1355			
1025	Lv RIO GRANDE.....Ar	1350			
1115	Ar USHUAIA.....Lv	1200			

## AEROFLOT (AFL)

125 ③	IL-12 Read Down Read Up		126 ③
0740	Lv MOSCOW, Vnukovo.....Ar		
1020	Ar KIEV.....Lv		
1110	Lv KIEV.....Ar		
1240	Ar ODESSA.....Lv		
1330	Lv ODESSA.....Ar		
1400	Ar BUCHAREST, Baneasa.....Lv		
1445	Lv BUCHAREST, Baneasa.....Ar		
1600	Ar SOFIA, Vrajdebna.....Lv		

## ARIANA AFGHAN AIRLINES

113 ⑤	115 # Ex. ⑤⑦	DC-4 Read Down Read Up		118 ⑥
0800	1230	Lv KABUL.....Ar	1630	
0945	1415	Ar KANDAHAR.....Lv	1500	

## AIR JORDAN

212 ⑦	C-46 Read Down Read Up		213 ⑦
0900	Lv AMMAN.....Ar	1710	
1100	Ar DAMASCUS.....Lv	1710	
1130	Lv DAMASCUS.....Ar	1640	
1110	Ar BEIRUT.....Lv	1500	

## AIR FRANCE (AF)

5610 DC-4 ②	1185 DC-3 ④⑥	899 DC-3 ④	DC-3 Read Down Read Up		898 DC-3 Ex.⑥	5611 DC-4 ③
		0340	Lv LONDON Airport Central.....Ar	0030		
		0200	Ar PARIS, Orly.....Lv	2340		
		0150	Lv PARIS, Orly.....Ar			
		0430	Ar MARSEILLE, Marnage.....Lv			
			Lv DOUALA.....Ar			
			Ar YAOUNDE.....Lv			
			Ar N'GAOUNDERE.....Ar			
1500				0820		
1710				0630		

## ALL NIPPON AIRWAYS

68 Ex.①	18 Ex.①	Read Down Read Up		17 Ex.①	67 Ex.①
2130		Lv FUKUOKA.....Ar			0550
2340		Ar OSAKA.....Lv			0330
	0010	Lv OSAKA.....Ar		0300	
	0230	Ar TOKYO.....Lv		0030	
		Lv TOKYO.....Ar			

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### AMERICAN AIRLINES (AA)

815 # EX ⑥	853 # EX ⑦①	807 # EX ⑦①	801 # EX ⑥⑦	803 # EX ⑥⑦	827 # EX ⑥⑦	855 # EX ⑥⑦	855 # EX ⑥⑦	805 # EX ⑥⑦	DC-6A		816 # EX ⑥⑦	802 # EX ⑥⑦	802 # EX ⑥⑦	824 # EX ⑥⑦	804 # EX ⑥⑦	806 # EX ⑥⑦	812 # EX ⑥⑦	810 # EX ⑥⑦	856 # EX ⑦	814 # EX ⑥
Read Down									Read Up											
2200 ↓ 2315 0045		0130		2335		2245	2245	2215	Lv BOSTON.....Ar	1123										2200 ↑ 2055 1915
			0155		2215				Ar HARTFORD.....Lv											
									Lv HARTFORD.....Ar											
									Ar NEW YORK (LGA).....Lv											
									Lv NEW YORK (LGA).....Ar											
									Ar NEW YORK (EWR).....Lv	1005										
									Lv NEW YORK (EWR).....Ar	0853										
									Ar PHILADELPHIA.....Lv											
									Lv PHILADELPHIA.....Ar											
									Ar BALTIMORE.....Lv											
									Lv BALTIMORE.....Ar											
									Ar BUFFALO.....Lv											
									Lv BUFFALO.....Ar											
									Ar WASHINGTON.....Lv											
									Lv WASHINGTON.....Ar											
									Ar CINCINNATI.....Lv											
									Lv CINCINNATI.....Ar											
									Ar DETROIT.....Lv											
									Lv DETROIT.....Ar											
									Ar INDIANAPOLIS.....Lv											
									Lv INDIANAPOLIS.....Ar											
									Ar NASHVILLE.....Lv											
									Lv NASHVILLE.....Ar											
									Ar MEMPHIS.....Lv											
									Lv MEMPHIS.....Ar											
									Ar CHICAGO (MDW).....Lv											
									Lv CHICAGO (MDW).....Ar											
									Ar CHICAGO (ORD).....Lv											
									Lv CHICAGO (ORD).....Ar											
									Ar ST. LOUIS.....Lv											
									Lv ST. LOUIS.....Ar											
									Ar DALLAS.....Lv											
									Lv DALLAS.....Ar											
									Ar GRAND ISLAND.....Lv											
									Lv GRAND ISLAND.....Ar											
									Ar SAN ANTONIO.....Lv											
									Lv SAN ANTONIO.....Ar											
									Ar MEXICO CITY.....Lv											
									Lv MEXICO CITY.....Ar											
									Ar LOS ANGELES.....Lv											
									Lv LOS ANGELES.....Ar											
									Ar SAN FRANCISCO.....Lv											

### ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ① ②③ ④⑤	337 170 ① ②③ ④⑤	335 DC-4 ②③ ④⑤	331 170 ①⑦	353 170 ⑦	357 170 ⑦	351 170 ②③ ④⑤	347 170 ③④ ⑤⑥	345 DC-4 ①	385 DC-4 ②④ ③④ ⑤⑥	388 DC-3 ②④ ③④ ⑤⑥	DC-3; DC-4 Bristol 170		387 DC-3 ① ②③ ④⑤	386 DC-4 ① ②③ ④⑤	346 DC-4 ①	348 170 ② ③④ ⑤⑥	352 170 ②③ ④⑤	358 170 ⑦	354 170 ② ③④ ⑤⑥	332 170 ①⑦	336 DC-4 ②③ ④⑤	338 170 ✕	368 170 ① ②③ ④⑤		
Read Down										Read Up															
										0120 ↓ 0400	0040 0355	Lv SYDNEY.....Ar	2250	2330 ↑ 1930											
												Ar BRISBANE.....Lv													
												Lv MELBOURNE.....Ar		2100											
												Lv MELBOURNE.....Ar			1030	1045	1845	2045	0230	1235	1540	2350	1120		
0515 ↓ 0705 0805 0835	1700 ↓ 1935	0915 ↓ 1125	0545 ↓ 0820	2045 2250	1500 1705	1300 1505	0500 0705	0500 0645			Lv LAUNCESTON..Lv						0845	0835	1635	1835	0020	↑ 0950	↑ 1325	↑ 2105	↑ 0935
												Ar HOBART.....Lv													
												Ar DEVONPORT....Ar													
												Lv DEVONPORT....Ar													
												Ar WYNYARD.....Lv													

### ASA INTERNATIONAL AIRLINES

661 DC-4 ①③	771 DC-4 ②④	671 DC-4 ⑤	881 C-46 ①	831 C-46 ③	C-46		662 DC-4 ①③	772 DC-4 ②④	672 DC-4 ⑤	882 DC-4 ③	832 C-46 ⑤
Read Down					Read Up						
0315	0315	0315	1800	2100	Lv TAMPA/ST. PETERSBURG.....Ar	1815	1815	1945	1400	1530	
	0845	0845			Ar SAN SALVADOR.....Lv	1200	1200	1330		1000	
		1045			Lv SAN SALVADOR.....Ar					0905	
		1130			Ar GUATEMALA CITY.....Lv						
					Lv GUATEMALA CITY.....Ar						
					Ar PANAMA.....Lv				0700	0500	
					Lv PANAMA.....Ar					1500	
					Ar BOGOTA.....Lv					1200	

### BRANIFF AIRWAYS (BN)

851 A ② ③④ ⑤⑥	C-46		850 B ① ②③ ④⑤
	Read Down	Read Up	
0400	Lv CHICAGO (MDW).....Ar		0159
0605	Ar KANSAS CITY.....Lv		2359
0635	Lv KANSAS CITY.....Ar		2330
0748	Ar WICHITA.....Lv		2220
0820	Lv WICHITA.....Ar		2155
f	-- OKLAHOMA CITY.....--		
1021	Ar DALLAS.....Lv		2000

### AVIATECA (GU)

① ③⑤	③⑥	Read Down		Read Up	②⑤	③⑤
0830		Lv NEW ORLEANS.....Ar		1400		
	0800	Lv MIAMI.....Ar			1400	
1400	1300	Ar GUATEMALA.....Lv		0800		0830



Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### BRITISH EUROPEAN AIRWAYS (BEA)

36 V	16 V	02 L	02 L	08 V	06 L	21 V	21 V	V-Viscount Freighter L-Leopard Freighter		21 V	21 V	07 L	31 L	09 V	15 V	03 L	03 L	31 V
#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	Read Down	Read Up	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex	#Ex
25	1	7	34	34	34	7	23	Lv LONDON.....	Ar	450	550	1835	1335	0610	0755	0425	0555	0620
7	1	7	34	34	34	7	23	Ar PARIS.....	Lv	0440	0540	1835	1335	0610	0755	0425	0555	0620
								Ar NICE.....	Lv			1835	1335	0610	0755	0425	0555	0620
								Ar NICE.....	Ar			1835	1335	0610	0755	0425	0555	0620
								Ar MILAN.....	Lv			1835	1335	0610	0755	0425	0555	0620
								Ar ROME.....	Lv			1835	1335	0610	0755	0425	0555	0620
								Ar AMSTERDAM.....	Lv			1835	1335	0610	0755	0425	0555	0620
								Ar BRUSSELS.....	Lv			1835	1335	0610	0755	0425	0555	0620
								Ar COPENHAGEN.....	Lv			1835	1335	0610	0755	0425	0555	0620

\*Calls at Nice when required (Ar 1510 Lv 1615) arrives London 2005

### BRITISH OVERSEAS AIRWAYS (BA), QANTAS EMPIRE (EM)

EM	EM	BA	BA	*BA/EM	SC-Super Constellation		*BA/EM	BA	BA	EM	EM
562	592	776	976	778	Read Down	Read Up	779	977	777	591	561
DC-4	DC-4	SC	SC	SC			SC	SC	SC	DC-4	DC-4
A 2	B 2	6	6	5			2	7	3	C 7	D 7
		1900	1900	2230	Lv LONDON.....	Ar	1600	1500	1820		
		2155	2225	0140	Ar FRANKFURT.....	Lv	1430	1325	1725		
		7 0750	4 0730	0345	Ar ZURICH.....	Lv	10525	0845			
		1945	1215	2345	Ar BEIRUT.....	Lv	0715	0210			
		1 0235	7 0730	1215	Ar DAMASCUS.....	Lv	0115	2250			
		5 0530	7 0730	2345	Ar KARACHI.....	Lv	2015	1625			
		0855	7 0730	1350	Ar DELHI.....	Lv	1530				
		1700	7 0730	1350	Ar CALCUTTA.....	Lv	1145	1515			
		1230	7 0730	1350	Ar RANGOON.....	Lv	1030	1235			
			7 0730	1350	Ar BANGKOK.....	Lv	0730	1030			
			7 0730	1350	Ar HONGKONG.....	Lv	0500	1345			
			7 0730	1350	Ar SINGAPORE.....	Lv	0230	1045			
			7 0730	1350	Lv SINGAPORE.....	Ar	2100	1130			
			7 0730	1350	Ar DJAKARTA.....	Lv	0900	0330			
			7 0730	1350	Ar DARWIN.....	Lv	1245	1700			
			7 0730	1350	Ar SYDNEY.....	Lv					

### LONDON-DUSSELDORF-FRANKFURT (BEA)

29 L	L-Leopard Freighter		30 L
#Ex	Read Down	Read Up	#Ex
1			1
0030	Lv LONDON.....	Ar	1045
0405	Ar DUSSELDORF.....		
0535	Lv DUSSELDORF.....		
0650	Ar FRANKFURT.....	Lv	0620

- A - Alternate Tuesdays - November 10, 24, etc.  
B - Alternate Tuesdays - November 3, 17, etc.  
C - Alternate Sundays - November 1, 15, 29, etc.  
D - Alternate Sundays - November 8, 22, etc.

\*This flight operated jointly by BOAC and QEA.

# GET IT THERE FAST ON A CAPITAL VISCOUNT



Over 700 jet-powered flights daily



SOUTHBOUND										NORTHBOUND									
703	243	701	803	603	825	Read Down	Read Up	602	82	702	704	620	455						
07 35	07 57	09 10	12 44	13 10	23 00	Lv ROCHESTER (EDT) Ar	16 23	00 50	06 03	05 40	06 03	05 40	06 03						
07 57	09 10	12 44	13 10	23 00	23 40	Lv BUFFALO (EDT) Ar	16 00	00 25	05 40	05 40	06 03	05 40	06 03						
07 57	09 10	12 44	13 10	23 00	23 40	Lv GRAND RAPIDS (EST) Ar	15 30	00 02	05 20	05 20	06 03	05 40	06 03						
08 00	09 10	12 44	13 10	23 00	23 40	Lv GRAND RAPIDS (EST) Ar	15 30	00 02	05 20	05 20	06 03	05 40	06 03						
10 05	10 30	12 44	13 10	23 00	23 40	Lv LANSING (EST) Ar	14 56	00 04	05 18	05 18	06 03	05 40	06 03						
10 30	12 44	13 10	23 00	23 40	23 40	Lv CLEVELAND (EDT) Ar	14 20	00 25	05 40	05 40	06 03	05 40	06 03						
14 10	15 00	17 48	03 38	01 00	01 00	Lv CLEVELAND (EDT) Ar	14 20	00 25	05 40	05 40	06 03	05 40	06 03						
		17 48	03 38	01 00	01 00	Lv PITTSBURGH (EDT) Ar	13 46	00 44	05 18	05 18	06 03	05 40	06 03						
		17 48	03 38	01 00	01 00	Lv TAMPA (EST) Ar	13 46	00 44	05 18	05 18	06 03	05 40	06 03						
		17 48	03 38	01 00	01 00	Lv MIAMI (EST) Ar	09 00												

WESTBOUND					EASTBOUND									
821	875	823	831	841	Read Down		Read Up		800	820	830	840	822	816
22 10	23 30	22 50	23 00	23 30	Lv NEW YORK, Newark	(EDT) Ar			02 15	03 05	02 02			
					Lv NEW YORK, LaGuardia	(EDT) Ar								
					Lv PHILADELPHIA	(EDT) Ar								
					Lv WASHINGTON	(EDT) Ar								
					Lv PITTSBURGH	(EDT) Ar								
					Lv CLEVELAND	(EDT) Ar								
					Lv CLEVELAND	(EDT) Ar								
					Lv DETROIT	(EST) Ar								
					Lv DETROIT	(EST) Ar								
					Lv CHICAGO, Midway	(CDT) Ar								
					Lv MILWAUKEE	(CDT) Ar								
					Lv MILWAUKEE	(CDT) Ar								
					Lv MINNEAPOLIS	(CDT) Ar								
			</											

SOUTHBOUND										NORTHBOUND									
875	871	873	Read Down			Read Up			870	874	872	882							
23 30		00 30	Lv NEW YORK, LaGuardia	(EDT)	Ar														
	00 01		Lv NEW YORK, Newark	(EDT)	Ar														
	00 10		Lv PHILADELPHIA	(EDT)	Ar														
			Lv PHILADELPHIA	(EDT)	Ar														
			Lv WASHINGTON	(EDT)	Ar														
			Lv WASHINGTON	(EDT)	Ar														
			Lv PITTSBURGH	(EDT)	Ar														
			Lv PITTSBURGH	(EDT)	Ar														
			Lv ATLANTA	(EST)	Ar														
			Lv ATLANTA	(EST)	Ar														
			Lv BIRMINGHAM	(CST)	Ar														
			Lv MOBILE	(CST)	Ar														
			Lv NEW ORLEANS	(CST)	Ar														

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

# COMPANIA MEXICANA DE AVIACION, S.A.

641C	201C	215C	621C	631C	631C	C-47		630C	630C	620C	200C	640C
⑤	③	②④	②	④⑥	④⑥	Read Down	Read Up	④⑥	①⑤	②	②③④	⑤
0700	0700	0730	0600	0600		Lv MEXICO, D.F.	Ar	1305	1645	1855	1640	
0840	0840		0740	0740		Ar VERACRUZ	Lv	1120		1715	1500	
0930	0930		0830	0830		Lv VERACRUZ	Ar	1050		1645	1400	
1030			0930	0930		Ar MINATITLAN	Lv					
1100	1100		1000	1000		Lv MINATITLAN	Ar					
		0910				Ar OAXACA	Lv					
		0935				Lv OAXACA	Ar					
		1025				Ar IXTEPEC	Lv					
		1045				Lv IXTEPEC	Ar					
		1145				Ar TUXTLA GUTIERREZ	Lv					
	1200	1210				Lv TUXTLA GUTIERREZ	Ar					
	1230		1045	1045		Ar VILLAHERMOSA	Lv					
			1115	1115		Lv VILLAHERMOSA	Ar					
	1330	1310				Ar TAPACHULA	Lv					
			1200	1200		Ar C. DEL CARMEN	Lv	0900	1300	1415		
						Lv C. DEL CARMEN	Ar					
						Ar CAMPECHE	Lv					
						Lv CAMPECHE	Ar	1715				
						Ar CHETUMAL	Lv	1600				

	920C	920C	930C	410C	C-47		C-82		411C	931C	921C	921C	921C
	C82	②	⑥	③④	Read Down	Read Up	③④⑤⑥	①	③	⑥	⑤	C82	⑤
	0700	0700	0700		Lv MEXICO, D.F.	Ar	1415			1500	1400		
	0900	0920	0920		Ar GUADALAJARA	Lv	1215			1300	1200		
	0930	1000	1000	0700	Lv GUADALAJARA	Ar	1140				1130		
				0750	Ar MASCOTA	Lv							
				0810	Lv MASCOTA	Ar							
				0830	Ar TALPA	Lv							
				0850	Lv TALPA	Ar							
				0920	Ar PUERTO VALLARTA	Lv	1030						
		1010	1055	1055	Ar MAZATLAN	Lv		0900	0320		0850		
		1040	1120	1120	Lv MAZATLAN	Ar		0835	0255		0820		
		1345	1430	1430	Ar HERMOSILLO	Lv		0530	2350		0530		
		1415	1455		Lv HERMOSILLO	Ar			2325		2120		
		1520	1615		Ar MEXICALI	Lv			2000				
		1605	1640		Lv MEXICALI	Ar			1915				
		1650	1720		Ar TIJUANA	Lv			1830		1800		

## EAST AFRICAN AIRWAYS (EC)

043	063	035	DC-3		036	064	016	014
②⑤	⑤	②⑤	Read Down	Read Up	①④	②	③⑤	⑥
0730	0730	1230	Lv NAIROBI	Ar	1305	1820	1905	1620
		1330	Ar ARUSHA	Lv	1205			
		1415	Ar MOSHI	Lv	1115			
		1745	Ar ZANZIBAR	Lv	0745			
		1800	Lv ZANZIBAR	Ar	0725			
		1825	Ar DAR-ES-SALAAM	Lv	0700			
			Ar MUSOMA	Lv		1655		
			Ar MWANZA	Lv		1550		
			Ar ENTEBBE	Lv	See below			
			Lv ENTEBBE	Ar				
			Ar KASESE	---				
			Lv KASESE	---				
			Ar ENTEBBE	Lv		1420	1550	1415

## COMPANIA CUBANA DE AVIACION (CU)

461	C-46		460
✈	Read Down	Read Up	✈
0930	Lv MIAMI, International	0745	
1045	Ar HAVANA, Jose Marti	Lv	0630

## DELTA AIR LINES (DL)

25X	29X	27X	C-46R		26X	22X	20X	24X
✈EX	✈EX	✈EX	Read Down	Read Up	✈EX	✈EX	✈EX	✈EX
⑦①	⑥⑦	①②			⑥⑦	⑥⑦	⑥⑦	①②
	2330		-- NEWARK	Ar			0945	
	0006		Ar PHILADELPHIA	Lv			0913	
	0106		Lv PHILADELPHIA	Ar			0833	
			-- BALTIMORE	---			FS	
			-- WASHINGTON	---			FS	
0030			Lv CHICAGO (MDW)	Ar	0329			
			-- INDIANAPOLIS	---	FS			
0154			Ar CINCINNATI	---				
0234			Lv CINCINNATI	---	FS			
	0255		Ar CHARLOTTE	---				
	0335		Lv CHARLOTTE	---				
	0503		Ar ATLANTA	Lv	0013			
0447			Lv ATLANTA	Ar	2313	0243	0400	
0745	0700	0610	Ar NEW ORLEANS	Lv				1755
	0828		Lv NEW ORLEANS	Ar				1443
	0918		Ar HOUSTON	Lv		2211		1343
	1108		Lv HOUSTON	Ar		2131		
	1148		Ar DALLAS	Lv		2000		1130
	1302	0918	-- JACKSONVILLE	---				
			-- ORLANDO	Lv	2053			
			-- ORLANDO	Ar	2013			
			Ar TAMPA	---				
			Lv TAMPA	---				
			Ar MIAMI	Lv	1900			

FS - Flag-Stop for 2,000 lbs. minimum.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### EASTERN AIR LINES, INC. (EA)

541	583	215	533	375	517	541	763	Lockheed Speedpak				522	324	216	854	580	516	762
#Ex.	#Ex.	#	#Ex.	#Ex.	#Ex.	#	#Ex.					#Ex.	#Ex.	#Ex.	#	#Ex.	#Ex.	#Ex.
⑥	⑦		⑦	⑦	⑦		⑦					⑦	⑦	⑦		⑦	⑦	⑦
							0710	Read Down										
							↓	Lv DETROIT . . . . .				Ar						1905
							0055	Lv NEW YORK . . . . .				Ar						
							0410	Lv GREENVILLE . . . . .				Ar			0622		2302	
							1215	Ar ATLANTA . . . . .				Lv						↑
								Lv ATLANTA . . . . .				Ar						
								Ar MIAMI . . . . .				Lv						
								Ar MOBILE . . . . .				Lv						
								Ar NEW ORLEANS . . . . .				Lv						
0440	2030	1845	0305															
↓	↓	2151	0613									1130	1130	1119	0815	0005	0746	1730
0611	2217											↑	↑	↑	↑	↑	↑	↑
												0600	0904					1345

### FLYING TIGER LINE (FT)

362	182	282	284	284	L-1049H	C-46	181	183	281	581	361
#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	Read Down		#Ex.	#Ex.	#Ex.	#Ex.	#Ex.
⑦	⑦	⑥⑦	⑥⑦	⑥	Read Up		⑦	⑥⑦	①	⑥⑦	⑦
1500					Lv SEATTLE.....Ar						0650
1555					Ar PORTLAND.....Lv						0550
1625					Lv PORTLAND.....Ar						0520
2050					Ar SAN FRANCISCO.....Lv						0300
		1930	2300	2300	Lv SAN FRANCISCO.....Ar		0930		1935		
	t1600	t1600			Lv SAN DIEGO.....Ar		t0800	t0800	t0800		
	2300	2100			Ar LOS ANGELES (BUR).....Lv		0800		1805		
		2230			Lv LOS ANGELES (BUR).....Ar		0605	0945	0920		
				0625	Ar MINNEAPOLIS/ST. PAUL.....						
				0655	Lv MINNEAPOLIS/ST. PAUL.....						
	0705			0730	Ar CHICAGO (MIDWAY).....Lv			0445			
	0900			0915	Lv CHICAGO (MIDWAY).....Ar			0330			
	t1130			t1130	Ar MILWAUKEE.....Lv			t2200			
	t0800			t0800	Ar SOUTH BEND.....Lv			t1800			
					CLEVELAND.....Ar					0645	
	t0700			t0700	Ar GRAND RAPIDS.....Lv			t1700			
	1005			1235	Ar DETROIT.....Lv		0015		0330	0500	
	1100			1330	Lv DETROIT.....Ar		2345		0145	0130	
	t0700			t0700	Ar TOLEDO.....Lv		t1900		t1900	t1900	
	1245				Ar CLEVELAND.....Lv				0200		
	1345				Lv CLEVELAND.....Ar						
	t0800				Ar AKRON.....Lv				t1830		
	t0800				Ar BUFFALO.....Lv				t1600		
				t2000	Lv ROCHESTER.....Ar			t0800			
				1615	Ar BINGHAMTON.....Lv			0200			
				1725	Lv BINGHAMTON.....Ar			0100			
				t0800	Ar ROCHESTER.....Lv			t0800			
				1820	Ar NEW YORK/NEWARK.....Lv		2230	0001			
				1915	Lv NEW YORK/NEWARK.....Ar						
	t1200	t1200	t0730	t0730	Ar NEW YORK (IDL).....Lv		t1900	t1900			
	t0200	t0200	t0200	t0200	Ar PHILADELPHIA.....Lv			t2100			
	t0800	t0800	t0800	t0800	Ar ALBANY.....Lv			t2000			
				0350	Ar HARTFORD/SPRINGFIELD.....Lv					2359	
				0450	Ar HARTFORD/SPRINGFIELD.....Ar					2245	
				2030	Ar BOSTON.....Lv					2200	
				t0930	Ar PROVIDENCE.....Lv					t1700	

t Expedited Motor Connections.

### HUNTING-CLAN AIR TRANSPORT (HCA)

ALL TIMES LOCAL

541	551	555	DC-6		556	552	542
④	⑤	⑥	Read Down Read Up		②	③	⑥
2030	1830	1830	Lv LONDON.....Ar		2145	0700	2000
	2120	2120	Ar FRANKFURT.....Lv		2045	0600	
⑤	2235	2235	Lv FRANKFURT.....Ar		1930	0445	
0230	0235	0235	Ar MALTA.....Lv		1510	0025	1540
0345	0350	0350	Lv MALTA.....Ar		1355	2310	1425
1125	1130	1130	Ar KHARTOUM.....Lv		0750	1750	0820
1240	1245	1245	Lv KHARTOUM.....Ar		0635	1550	0705
1710	1715	1715	Ar ADEN.....Lv				
1935	1940	1940	Lv ADEN.....Ar				
	①	①					
2355	0001	0001	Ar NAIROBI.....Lv		0301	1215	0330
	0200	0600	Lv NAIROBI.....Ar		0100	1015	
	0600	1000	Ar SALISBURY.....Lv		1900	0415	
	0715	1115	Lv SALISBURY.....Ar		1745	0300	
	0945	1345	Ar JOHANNESBURG.....Lv		1515	0030	

"For further information regarding alternative flights and timings London-Johannesburg and v.v., please consult your nearest Hunting-Clan Agent".



Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕				
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0414	0444	0508	0808	1508	1508	1509	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																				
GAUHATI, Kahikuchi...Lv								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				
AGARTALA, Singerbhil...Ar																								0855	0545	0825	
BAGDOGRA .....Ar																											
MOHANBARI, Mcpl...Ar																											
RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕
MOHANBARI, Mcpl...Lv																											
BAGDOGRA .....Lv																											
AGARTALA, Singerbhil...Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720		
GAUHATI, Kahikuchi...Ar																											
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220																				
CALCUTTA, Dum Dum...Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕
CALCUTTA...Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA...Ar	1650	1550							
KAILASHAHAR...Ar			0945						
KAMALPUR...Ar				0935					
KHOWAI...Ar					1335				
SILCHAR...Ar						1050	1005	1050	
SILCHAR...Lv								1110	
IMPHAL...Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	330	328	326
Read Down	✕	✕	✕	✕	✕	✕	✕
RUPSI...Lv	1015						
IMPHAL...Lv		1210					
SILCHAR...Ar		1250					
SILCHAR...Lv		1310	1035	1120			
KHOWAI...Lv					1400		
KAMALPUR...Lv						1005	
KAILASHAHAR...Lv							1015
AGARTALA...Lv							
CALCUTTA...Ar	1200	1515	1240	1325	1525	1140	1200

### IRANIAN AIRWAYS (IRA)

287	267	DC-4	266	286
⑥	③	Read Down	⑦	④
0500	0500	Lv TEHRAN...Ar	1930	1930
0900	0900	Ar ANKARA...Lv	1230	1230
1000	1000	Lv ANKARA...Ar	1130	1130
1630		Ar MILAN...Lv		0330
1730		Lv MILAN...Ar		0230
	1730	Ar ZURICH...Lv	0230	
	1830	Lv ZURICH...Ar	0130	
2000	2000	Ar FRANKFURT...Lv	0001	0001

2	392	375
	⑤	
	0855	
25	↓	0620
	1035	0725
	1105	
20	1310	

[illegible]

2	392	375
	⑤	
	0855	
25	↓	0620
	1035	0725
	1105	
20	1310	

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4		410 DC-4 2-6	402 C-46 1	404 C-46 5
			Read Down	Read Up			
0500	0500	0700	Lv MIAMI	Ar	1920	1130	1130
0915	0915	1000	Ar MANAGUA	Lv	1320	0500	0500

C-46		
615 ⑦ ③⑤	Read Down	616 2④ ⑥
0600	Lv MIAMI, Int'l.....Ar	1430
0810	Ar GRAND CAYMAN.....Lv	1220
0900	Lv GRAND CAYMAN.....Ar	1130
1130	Ar SAN JOSE (Costa Rica) El Coco.....Lv	0700

[illegible]

## LUFTHANSA GERMAN AIRLINES

LH041 Super "H" ③	LH041 Super "H" ⑤	U.S.A. - EUROPE		LH040 Super "H" ⑤	LH040 Super "G" ⑦
2300	2300	Lv NEW YORK.....	Ar	0900	0900
1730	1730	Ar FRANKFURT.....	Lv	2230	2230

LH020 DC-3 ①② ③⑤	LH034 DC-3 ①② ③⑤	LH030 DC-3 ④⑤ ⑥	LH021 DC-3 ①② ③	LH024 DC-3 ④⑤ ⑥	LH032 DC-3 ④⑤ ⑥	GERMANY-ENGLAND		LH031 DC-3 ⑤⑥ ⑦	LH033 DC-3 ⑤⑥ # EX	LH035 DC-3 ④⑤ ⑥
1630				1630		Lv HAMBURG.....	Ar	0800		
1725				1725		Ar HANOVER.....	Lv			
1755				1755		Lv HANOVER.....	Ar			
1915				1915		Ar DUSSELDORF.....	Lv			
	2005			2005		Lv DUSSELDORF.....	Ar			
		1800	1800			Ar STUTTGART.....	Lv			
		1900	1900			Lv STUTTGART.....	Ar		1030	1030
		1925	1925			Ar NUREMBERG.....	Lv			
		2030	2030			Lv NUREMBERG.....	Ar			
		2130	2130			Ar FRANKFURT.....	Lv	0930	0930	
		2230	2230			Lv FRANKFURT.....	Ar	0830	0830	
		2305	2305			Ar COLOGNE/BONN.....	Lv	0730	0730	
			2240			Lv COLOGNE/BONN.....	Ar	0615	0720	0645
			2315			Ar DUSSELDORF.....	Lv	0545	0645	
			0100			Lv DUSSELDORF.....	Ar			
						Ar HAMBURG.....	Lv			
						Lv HAMBURG.....	Ar	0330	0430	0430
						Ar LONDON.....	Lv			

## LINEA AEROPOSTAL VENEZOLANA (LV)

262 ✕	C-46		263 ✕
	Read Down	Read Up	
0600	Lv CARACAS, Maiquetia	Ar	1500
	Ar KINGSTON, Palisadoes	Lv	x1115
	Lv KINGSTON, Palisadoes	Ar	x1015
1300	Ar MIAMI, International	Lv	0700

## MALAYAN AIRWAYS (MAL)

122 ✕	106 ✕	DC-3		119 ✕
		Read Down	Read Up	
0425	0455	Lv SINGAPORE.....	Ar	0330
0600		Ar KUALA LUMPUR.....	Lv	0200
	0700	Ar IPOH.....	--	
	0730	Lv IPOH.....	--	
	0810	Ar PENANG.....	--	

## MARITIME CENTRAL AIRWAYS (MAR)

25 ②	DC-3, C-46, DC-4	
	Read Down	Read Up
1100	Lv MONCTON.....	
1430	Ar GOOSEBAY.....	

## MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	786 ALT ⑥	DC-3		781 ALT ④	783 ALT ④	785 ALT ⑦	787 ALT ⑦
				Read Down	Read Up				
0500	0500	0500	0500	Lv PERTH.....	Ar	1615	1615	1530	1530
0645	0645			Ar GERALDTON.....	Lv				
0705	0705			Lv GERALDTON.....	Ar				
0900	0900			Ar CARNARVON.....	Lv				
0920	0920			Lv CARNARVON.....	Ar				
				Ar MORAWA.....	Lv	1455	1455		
				Lv YALGOO.....	Ar	1415	1415		
				Ar YALGOO.....	Lv	1355	1355		
		0715	0715	Ar MT. MAGNET.....	Lv				
		0735	0735	Lv MT. MAGNET.....	Ar	1325	1325		
				Ar WILUNA.....	Lv	1200	1200		
		0825	0825	Ar MEEKATHARRA.....	Lv	1100	1100		
		0845	0845	Lv MEEKATHARRA.....	Ar	2340	2330		
		1050	1050	Ar WITTENNOON.....	Lv				
		1120	1120	Lv WITTENNOON.....	Ar				
				Ar ONSLOW.....	Lv				
				Lv ONSLOW.....	Ar				
				Ar ROEBOURNE.....	Lv				
				Lv PT. HEDLAND.....	Ar				
				Ar PT. HEDLAND.....	Lv				
				Lv DE GREY.....	Ar				
				Lv PARDOO.....	Lv				
				Lv WALLAL.....	--				
				Lv MANDORA.....	--				
				Lv ANNA PLAINS.....	--				
				Lv BROOME.....	--				
1720	1710	1510	1455	Ar DERBY.....	Lv	1900	1850	0815	0815
1815	1805	1605	1550						

## MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	726 ④	618 ⑥	774 ⑦	770 ⑦	York		771 ⑦	775 ⑦	615 ②	721 ③	727 ④	617 ⑤
						Read Down	Read Up						
	0400		0400			Lv LONDON.....	Ar			0920			0920
			0730			Ar MILAN.....	Lv						
			0830			Lv MILAN.....	Ar						
						Ar ROME.....	Lv						
						Lv ROME.....	Ar			0400			0400
						Ar ATHENS.....	Lv			0300			0300
			1415			Lv ATHENS.....	Ar						
			1545			Ar BEIRUT.....	Lv			2100			2100
			1930			Lv BEIRUT.....	Ar						
0200		0200		0001	0200	Ar BAGHDAD.....	Lv	1145	1530		1330	1530	
						Lv BAGHDAD.....	Ar				1130		
						Ar KUWAIT.....	Lv	0830			0830		
						Lv DHAKHAN.....	Ar						
						Ar DHAKHAN.....	Lv						
						Lv DOHA.....	Ar						
						Ar DOHA.....	Lv						
						Lv BAHRAIN.....	Ar			1200			
						Ar TEHRAN.....	Lv					1100	



Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### NORTHWEST AIRLINES (NW)

525 C-54 #Ex. ⑦①	527 DC-6A #Ex. ⑥	581 DC-6A #	529 C-54 #Ex. ①	DC-6A Combination C-54		530 C-54 #Ex. ⑦	580 DC-6A #	528 DC-6A #Ex. ⑥	526 C-54 #Ex. ⑥⑦
				Read Down	Read Up				
1015 1325 1410	2330 ↓ 0210 0240 ↓ 1708		0030 0340 0440 0500 0620 ↓ 0825 1030 1515 1600 ↓ 1725	Lv NEW YORK (IDL).....Ar Ar DETROIT (DTW).....Lv Lv DETROIT.....Ar Ar CHICAGO (MDW).....Lv Lv CHICAGO.....Ar Ar MILWAUKEE.....Lv Lv MILWAUKEE.....Ar Ar MADISON.....Lv Lv MADISON.....Ar Ar MINNEAPOLIS.....Lv Lv MINNEAPOLIS.....Ar Ar SPOKANE.....Lv Lv SPOKANE.....Ar Ar PORTLAND.....Lv Lv PORTLAND.....Ar Ar SEATTLE.....Lv		1710 ↑ 1240 1140 1055 1011 ↑ 0830 0710 ↑ 2210 2130 2030		1910 1700 1640 ↑ 1425 1401 1325 1310 1200	0524 0245 0130 ↑ 2310 2211 ↑ 2030
			0115 0455	Lv SEATTLE.....Ar Ar ANCHORAGE.....Lv			1500 0730		

989 ③	987 ②	985 ⑦	983 ⑥	981 ⑤	DC-6A Combination		980 ①	982 ②	984 ④	986 ⑤	988 ⑦
					Read Down	Read Up					
2000 2340 0040 1150 ⑤	2000 2340 0040 1150 ④	2000 2340 0040 1150 ②	2000 2340 0040 1150 ①	2000 2340 0040 1150 ⑦	Lv SEATTLE.....Ar Ar ANCHORAGE.....Lv Ar ANCHORAGE.....Ar Ar TOKYO.....Lv		0010 ↑ 2230	0010 ↑ 2230	0010 ↑ 2230	0010 ↑ 2230	0010 ↑ 2230

### PACIFIC NORTHERN AIRLINES (PN)

3	3	5	1B	1A	1	Lockheed Constellation Speedpak		2	2A	2B	4	4	6
	① ②③ ④⑤	×	② ④⑤	①⑤	③⑦	Read Down	Read Up	①② ④⑥	⑤	③⑦	×	① ②③ ④⑤	②③ ④⑤ ⑥⑦
2340 0030 0120 ↓ 0500		0830 ↓ 1210	0730 1010 1155 1300 1330 1450	0730 1010 1155 1240 1400	0730 1010 1155 ↓ 1320	Lv PORTLAND.....Ar Ar SEATTLE - TAKOMA.....Lv Lv SEATTLE - TAKOMA.....Ar Ar KETCHIKAN (Annette Is.).....Lv Ar JUNEAU.....Lv Ar YAKUTAT.....Lv Ar CORDOVA.....Lv Ar ANCHORAGE.....Lv		1715 1445 1300 ↑ 0820 0700	1715 1445 1300 F ↑ 0820 0700	1715 1445 1300 ↑ 1000 0700	2125 ↑ 1400	2250 2200 ↑ 0500 ①②③ ④⑤⑥ 2135	

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

### PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	C-54		392 ⑥
	Read Down	Read Up	
1200 1735 ① 0930 F F F F 1640 ② 0930 1330 1400 1510 1610 1700	Lv MIAMI PAA.....Ar Ar PANAMA.....Lv PANAGRA Lv PANAMA.....Ar Ar CALI.....Ar Ar QUITO.....Ar Ar GUAYAQUIL.....Ar Ar TALARA.....Ar Ar LIMA.....Lv		1505 0930 ⑤ 1645 F F F F 0930
	Lv LIMA Ar ARICA Lv ARICA Ar LA PAZ Lv LA PAZ Ar COCHABAMBA		

### PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES			
160 X Ex ①	DC-6A	161 ②④ ⑤⑥	161 ⑦
	Read Down	Read Up	
0200 0835 0905 1955 2025 2215 0001 0305 0755 0840 0925 1010	Lv NEW YORK.....Ar Ar GANDER.....Lv Lv GANDER.....Ar Ar SHANNON.....Lv Lv SHANNON.....Ar Ar LONDON.....Lv Lv LONDON.....Ar Ar AMSTERDAM.....Lv Ar AMSTERDAM.....Ar Ar FRANKFURT.....Lv Lv FRANKFURT.....Ar Ar STUTTGART.....Lv Lv STUTTGART.....Ar Ar MUNICH.....Lv	0915 0530 0500 2345 2300 2100 1815 1755 1710 1545 1415 1330 1235 1145	1400 1015 0945 0430 0345 0145 0015 0105 0035 2200 2035 1950 1920 1830

#### ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	Arrive Eastbound	Depart Westbound	Minimum Transatlantic Load
BOSTON	Daily Except Su Tu	Mo We Th Fr	
VIENNA	Lv #Ex Mo 0345	Ar Mo 0900 Tu 1245 Su 1345	400 kg
BERLIN ①③④⑤	12 05	15 15	800 kg
	12 55	14 25	1200 kg

### PAA-U.S.A.-PACIFIC

875 ⑤	879 ⑥	DC-4		878 ③	876 ⑥
		Read Down	Read Up		
0800 ↓ 1845	1200 ↓ 2245 0130 1200 1300 1835 0800 ↓ 1400	Lv SAN FRANCISCO Ar Lv LOS ANGELES.....Ar Ar HONOLULU.....Lv Lv HONOLULU.....Ar Ar WAKE ISLAND.....Lv Lv WAKE ISLAND.....Ar Ar GUAM ISLAND.....Lv Lv GUAM ISLAND.....Ar Ar TOKYO.....Lv Lv TOKYO.....Ar Ar MANILA.....Lv		0340 1640 1300 0955 1945 1745 0700 1810 ↑ 0700	0200

C-1708	①④	⑥
1200		
1320		
1430		
<u>1545</u>		

C-  
100  
③  
12  
↓  
15

10

\*No local traffic carried between stations (within the same country).

2000	014
↓	↓
2300	044
2345	053
F	F
↓	↓
0445	100



Diagram illustrating the relationship between the number of nodes (n) and the number of edges (m) in a graph. The diagram shows a sequence of nodes (1, 2, 3, 4, 5, 6, 7, 8, 9, 10) and edges (1, 2, 3, 4, 5, 6, 7, 8, 9, 10). The edges are labeled with their corresponding node numbers. The diagram shows that the number of edges (m) is equal to the number of nodes (n) minus 1, which is a fundamental property of a tree graph.

Diagram illustrating the relationship between the number of nodes (n) and the number of edges (m) in a graph. The diagram shows a sequence of nodes (1, 2, 3, 4, 5, 6, 7, 8, 9, 10) and edges (1, 2, 3, 4, 5, 6, 7, 8, 9, 10). The edges are labeled with their corresponding node numbers. The diagram shows that the number of edges (m) is equal to the number of nodes (n) minus 1, which is a fundamental property of a tree graph.

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Diagram illustrating the relationship between the number of nodes (n) and the number of edges (m) in a graph. The diagram shows a sequence of nodes (1, 2, 3, 4, 5, 6, 7, 8, 9, 10) and edges (1, 2, 3, 4, 5, 6, 7, 8, 9, 10). The edges are labeled with their corresponding node numbers. The diagram shows that the number of edges (m) is equal to the number of nodes (n) minus 1, which is a fundamental property of a tree graph.

6	374	372
	④	①
0		0910 0730 1530 ↑

0600	0630
------	------

5	0600	0630



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# SABENA BELGIAN AIRLINES (SAB)

104 C-47 ②③④ ⑤⑥	205 C-47 ②③ ④⑤	206 C-47 ③④ ⑤⑥	206 C-47 ⑤	103 C-47 ②③ ④⑤⑥
Read Down		Read Up		
0145	2200	Lv BRUSSELS.....Ar	0420	0320
↓	2300	Ar LONDON.....Lv	0130	0030
0250		Lv LONDON.....Ar		
		Ar AMSTERDAM.....Lv		0445
				↑
				0345

SN-209 C-47 ②	SN-215 C-47 ①	SN-213 C-47 ③④ ⑤	SN-209 C-47 ⑤	SN-211 C-47 ⑥	SN-101 C-47 #Ex ⑦	Read Down	Read Up	SN-210 C-47 ②	SN-216 C-47 ①	SN-218 C-47 ③④ ⑤	SN-210 C-47 ⑤	SN-212 C-47 ⑥	SN-102 C-47 Ex ①
1335	1700	1330	1335	0825	2110	Lv BRUSSELS.....Ar	2025	2020	2020	2025	2020	0101	
↓	1815	↓	↓	↓	2245	Ar PARIS.....Lv	↑	1905	1905	1825	1755	1750	2335
1545		1550	1545	1215		Ar COLOGNE.....Lv	1825	1755	1645	1655	1620	1540	
						Lv COLOGNE.....Ar	1755	1645			1645	1315	
						Ar HANOVER.....Lv	1645						
						Lv HANOVER.....Ar							
						Ar STUTTGART.....Lv							
						Lv STUTTGART.....Ar							
						Ar HAMBURG.....Lv							
						Lv HAMBURG.....Ar							
						Ar NUREMBERG.....Lv							
						Lv NUREMBERG.....Ar							
						Ar VIENNA.....Lv							

LE-097 DC-4 ②	LE-105 DC-4 ③	LE-099 DC-4 ④	LE-107 DC-4 ⑤	LE-101 DC-4 ⑥	LE-103 DC-4 ⑦	Read Down	Read Up	LE-098 DC-4 ②	LE-106 DC-4 ③	LE-100 DC-4 ④	LE-108 DC-4 ⑤	LE-102 DC-4 ⑥	LE-104 DC-4 ⑦
0100	0100	0100	0300	0100	0100	Lv BEIRUT.....Ar	1100	1720	1100	1330	1100	1500	
↓	↓	↓	1115	↓	↓	Ar TEHERAN.....Lv	↑	↑	↑	1315	↑	↑	
0630	0630	0630		0630		Lv TEHERAN.....Ar	0730	1350	0730		0730		
	0730					Ar KUWAIT.....Lv		1250					
	1100					Lv KUWAIT.....Ar							
	1200					Ar DHAHRAN.....Lv							
	↓					Lv DHAHRAN.....Ar							
	1120					Ar DOHA.....Lv							
					0900	Lv DOHA.....Ar							
					1020	Ar BAHRAIN.....Lv		1220				1120	

No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran  
No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain  
No Local Traffic Between Kuwait and Bahrain in Either Direction.

222 DC-4 ②	454 C-47 ②	420 C-47 ④	DC-4	C-47	VNR DC-4 ①	453 C-47 ②	423 DC-4 P ③	225 DC-4 ⑤
Read Down		Read Up						
0530	1050	1200	Lv MATADI.....Ar	1400	1010			
↓	↓	↓	Ar LEOPOLDVILLE.....Lv	1300	0900	1630	1345	
1030		0530	Lv LEOPOLDVILLE.....Ar			1500	1215	
↓		↓	Ar KIKWIT.....Lv			1400	1130	
1115		0915	Lv KIKWIT.....Ar					
		1015	Ar LULUABOURG.....Lv					
		↓	Lv LULUABOURG.....Ar					
			Ar LODJA.....Lv					
			Lv LODJA.....Ar					
			Ar KINDU.....Lv					
			Lv KINDU.....Ar					
			Ar KALIMA.....Lv					
			Lv KALIMA.....Ar					
			Ar ALBERTVILLE.....Lv					
			Lv ALBERTVILLE.....Ar					
			Ar BUKAVU.....Lv					
			Lv BUKAVU.....Ar					
			Ar USUMBURA.....Lv					
			Lv USUMBURA.....Ar					
			Ar GOMA.....Lv					

279 ③	DC-4	478 ②
Read Down		Read Up
0830	Lv USUMBURA.....Ar	1000
1130	Ar LULUABURG.....Lv	↑
1215	Lv LULUABURG.....Ar	
1345	Ar KAMINA.....Lv	
1430	Lv KAMINA.....Ar	
1530	Ar KOLWEZI.....Lv	
1605	Lv KOLWEZI.....Ar	
1700	Ar ELIZABETHVILLE.....Lv	0700

484 DC-4 P ⑦	464 DC-4 ⑦ A	DC-4	C-47	485 DC-4 ①	464 C-47 ⑦
Read Down		Read Up			
		Lv LEOPOLDVILLE.....Ar		1730	
		Ar COQUILHATVILLE.....Lv		1515	
		Lv COQUILHATVILLE.....Ar		1445	
		Ar BOENDE.....Lv		1300	
		Lv BOENDE.....Ar			
		Ar LIBENGE.....Lv			
		Lv LIBENGE.....Ar			
		Ar STANLEYVILLE.....Lv		0950	
		Lv BUNIA.....Ar		0800	

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# SAM AIRLINES

999 ⑤	888 ⑤	C-46	887 ③	998 ④
		Read Down	Read Up	
0300		Lv MIAMI.....Ar		2000
0800		Ar SAN ANDRES.....Lv		
0900		Lv SAN ANDRES.....Ar		
1115		Ar CARTAGENA.....Lv		
1200	1145	Lv CARTAGENA.....Ar	1445	
	1215	Ar BARRANQUILLA.....Lv	1415	1400
		Lv BARRANQUILLA.....Ar	1315	1300
1350	801			
	③	Ar MEDELLIN.....Lv	1130	
1450	0600	Lv MEDELLIN.....Ar	1030	
1550	0700	Ar BOGOTA.....Lv	0930	1100
1645	0800	Lv BOGOTA.....Ar	0830	1000
1800		Ar CALI.....Lv	0715	
	1200	Ar LETICIA.....Lv		0600

# SCANDINAVIAN AIRLINES (SAS)

006 ①	DC-3	005 ②
②③ ④⑤	Read Down	Read Up ③④ ⑤⑥
2350	Lv COPENHAGEN, Kastrup.....Ar	0625
0245	Ar AMSTERDAM, Schiphol.....Lv	0350

# SEABOARD AND WESTERN (SBW)

100 ①	104 ②	100 ③	104 ④	100 ⑤	104 ⑥	100 ⑦	104 ⑧	100 ⑨	104 ⑩	100 ⑪	104 ⑫	100 ⑬	104 ⑭	100 ⑮	104 ⑯	100 ⑰	104 ⑱	100 ⑲	104 ⑳	100 ㉑	104 ㉒	100 ㉓	104 ㉔	100 ㉕	104 ㉖	100 ㉗	104 ㉘	100 ㉙	104 ㉚	100 ㉛	104 ㉜	100 ㉝	104 ㉞	100 ㉟	104 ㊱	100 ㊲	104 ㊳	100 ㊴	104 ㊵	100 ㊶	104 ㊷	100 ㊸	104 ㊹	100 ㊺	104 ㊻	100 ㊼	104 ㊽	100 ㊾	104 ㊿	100 1	104 2	100 3	104 4	100 5	104 6	100 7	104 8	100 9	104 10	100 11	104 12	100 13	104 14	100 15	104 16	100 17	104 18	100 19	104 20	100 21	104 22	100 23	104 24	100 25	104 26	100 27	104 28	100 29	104 30	100 31	104 32	100 33	104 34	100 35	104 36	100 37	104 38	100 39	104 40	100 41	104 42	100 43	104 44	100 45	104 46	100 47	104 48	100 49	104 50	100 51	104 52	100 53	104 54	100 55	104 56	100 57	104 58	100 59	104 60	100 61	104 62	100 63	104 64	100 65	104 66	100 67	104 68	100 69	104 70	100 71	104 72	100 73	104 74	100 75	104 76	100 77	104 78	100 79	104 80	100 81	104 82	100 83	104 84	100 85	104 86	100 87	104 88	100 89	104 90	100 91	104 92	100 93	104 94	100 95	104 96	100 97	104 98	100 99	104 100	100 101	104 102	100 103	104 104	100 105	104 106	100 107	104 108	100 109	104 110	100 111	104 112	100 113	104 114	100 115	104 116	100 117	104 118	100 119	104 120	100 121	104 122	100 123	104 124	100 125	104 126	100 127	104 128	100 129	104 130	100 131	104 132	100 133	104 134	100 135	104 136	100 137	104 138	100 139	104 140	100 141	104 142	100 143	104 144	100 145	104 146	100 147	104 148	100 149	104 150	100 151	104 152	100 153	104 154	100 155	104 156	100 157	104 158	100 159	104 160	100 161	104 162	100 163	104 164	100 165	104 166	100 167	104 168	100 169	104 170	100 171	104 172	100 173	104 174	100 175	104 176	100 177	104 178	100 179	104 180	100 181	104 182	100 183	104 184	100 185	104 186	100 187	104 188	100 189	104 190	100 191	104 192	100 193	104 194	100 195	104 196	100 197	104 198	100 199	104 200	100 201	104 202	100 203	104 204	100 205	104 206	100 207	104 208	100 209	104 210	100 211	104 212	100 213	104 214	100 215	104 216	100 217	104 218	100 219	104 220	100 221	104 222	100 223	104 224	100 225	104 226	100 227	104 228	100 229	104 230	100 231	104 232	100 233	104 234	100 235	104 236	100 237	104 238	100 239	104 240	100 241	104 242	100 243	104 244	100 245	104 246	100 247	104 248	100 249	104 250	100 251	104 252	100 253	104 254	100 255	104 256	100 257	104 258	100 259	104 260	100 261	104 262	100 263	104 264	100 265	104 266	100 267	104 268	100 269	104 270	100 271	104 272	100 273	104 274	100 275	104 276	100 277	104 278	100 279	104 280	100 281	104 282	100 283	104 284	100 285	104 286	100 287	104 288	100 289	104 290	100 291	104 292	100 293	104 294	100 295	104 296	100 297	104 298	100 299	104 300	100 301	104 302	100 303	104 304	100 305	104 306	100 307	104 308	100 309	104 310	100 311	104 312	100 313	104 314	100 315	104 316	100 317	104 318	100 319	104 320	100 321	104 322	100 323	104 324	100 325	104 326	100 327	104 328	100 329	104 330	100 331	104 332	100 333	104 334	100 335	104 336	100 337	104 338	100 339	104 340	100 341	104 342	100 343	104 344	100 345	104 346	100 347	104 348	100 349	104 350	100 351	104 352	100 353	104 354	100 355	104 356	100 357	104 358	100 359	104 360	100 361	104 362	100 363	104 364	100 365	104 366	100 367	104 368	100 369	104 370	100 371	104 372	100 373	104 374	100 375	104 376	100 377	104 378	100 379	104 380	100 381	104 382	100 383	104 384	100 385	104 386	100 387	104 388	100 389	104 390	100 391	104 392	100 393	104 394	100 395	104 396	100 397	104 398	100 399	104 400	100 401	104 402	100 403	104 404	100 405	104 406	100 407	104 408	100 409	104 410	100 411	104 412	100 413	104 414	100 415	104 416	100 417	104 418	100 419	104 420	100 421	104 422	100 423	104 424	100 425	104 426	100 427	104 428	100 429	104 430	100 431	104 432	100 433	104 434	100 435	104 436	100 437	104 438	100 439	104 440	100 441	104 442	100 443	104 444	100 445	104 446	100 447	104 448	100 449	104 450	100 451	104 452	100 453	104 454	100 455	104 456	100 457	104 458	100 459	104 460	100 461	104 462	100 463	104 464	100 465	104 466	100 467	104 468	100 469	104 470	100 471	104 472	100 473	104 474	100 475	104 476	100 477	104 478	100 479	104 480	100 481	104 482	100 483	104 484	100 485	104 486	100 487	104 488	100 489	104 490	100 491	104 492	100 493	104 494	100 495	104 496	100 497	104 498	100 499	104 500	100 501	104 502	100 503	104 504	100 505	104 506	100 507	104 508	100 509	104 510	100 511	104 512	100 513	104 514	100 515	104 516	100 517	104 518	100 519	104 520	100 521	104 522	100 523	104 524	100 525	104 526	100 527	104 528	100 529	104 530	100 531	104 532	100 533	104 534	100 535	104 536	100 537	104 538	100 539	104 540	100 541	104 542	100 543	104 544	100 545	104 546	100 547	104 548	100 549	104 550	100 551	104 552	100 553	104 554	100 555	104 556	100 557	104 558	100 559	104 560	100 561	104 562	100 563	104 564	100 565	104 566	100 567	104 568	100 569	104 570	100 571	104 572	100 573	104 574	100 575	104 576	100 577	104 578	100 579	104 580	100 581	104 582	100 583	104 584	100 585	104 586	100 587	104 588	100 589	104 590	100 591	104 592	100 593	104 594	100 595	104 596	100 597	104 598	100 599	104 600	100 601	104 602	100 603	104 604	100 605	104 606	100 607	104 608	100 609	104 610	100 611	104 612	100 613	104 614	100 615	104 616	100 617	104 618	100 619	104 620	100 621	104 622	100 623	104 624	100 625	104 626	100 627	104 628	100 629	104 630	100 631	104 632	100 633	104 634	100 635	104 636	100 637	104 638	100 639	104 640	100 641	104 642	100 643	104 644	100 645	104 646	100 647	104 648	100 649	104 650	100 651	104 652	100 653	104 654	100 655	104 656	100 657	104 658	100 659	104 660	100 661	104 662	100 663	104 664	100 665	104 666	100 667	104 668	100 669	104 670	100 671	104 672	100 673	104 674	100 675	104 676	100 677	104 678	100 679	104 680	100 681	104 682	100 683	104 684	100 685	104 686	100 687	104 688	100 689	104 690	100 691	104 692	100 693	104 694	100 695	104 696	100 697	104 698	100 699	104 700	100 701	104 702	100 703	104 704	100 705	104 706	100 707	104 708	100 709	104 710	100 711	104 712	100 713	104 714	100 715	104 716	100 717	104 718	100 719	104 720	100 721	104 722	100 723	104 724	100 725	104 726	100 727	104 728	100 729	104 730	100 731	104 732	100 733	104 734	100 735	104 736	100 737	104 738	100 739	104 740	100 741	104 742	100 743	104 744	100 745	104 746	100 747	104 748	100 749	104 750	100 751	104 752	100 753	104 754	100 755	104 756	100 757	104 758	100 759	104 760	100 761	104 762	100 763	104 764	100 765	104 766	100 767	104 768	100 769	104 770	100 771	104 772	100 773	104 774	100 775	104 776	100 777	104 778	100 779	104 780	100 781	104 782	100 783	104 784	100 785	104 786	100 787	104 788	100 789	104 790	100 791	104 792	100 793	104 794	100 795	104 796	100 797	104 798	100 799	104 800	100 801	104 802	100 803	104 804	100 805	104 806	100 807	104 808	100 809	104 810	100 811	104 812	100 813	104 814	100 815	104 816	100 817	104 818	100 819	104 820	100 821
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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### TACA INTERNATIONAL AIR LINES (SA)

525 ② ⑤	801 ⑥	801 ③ ⑤	801 ② ④	801 ①	DC-4		400 ①	800 ②③ ④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
					Read Down	Read Up							
0700 ↓	0600 ↓ 1030 1100	0615 ↓	0400 ↓	0600 ↓	Lv NEW ORLEANS.....Ar	2030	1845	2110 ↑	1900	1800	1715	1855	
1025	1225	1145	0930	1130	Lv MEXICO.....Ar	↑	↑	1715	↑	↑	↑	↑	
1110	1315	1245	1020	1230	Ar BELIZE.....Lv	1535	1535	1700	1535	1505	1535	1505	
1155	1400	1330	1105	1315	Lv BELIZE.....Ar	1505	1505	1420	1400	1400	1420	1400	
			1220		Ar GUATEMALA.....Lv	1420	1315	1420	1330	1400	1315	1420	
			1220		Lv GUATEMALA.....Ar	1400		1400					
			1315		Ar SAN SALVADOR.....Lv	1400		1400					
			1340		Lv SAN SALVADOR.....Ar	1315		1315					
			1435		Ar TEGUCIGALPA.....Lv	1300		1300					
			1500		Lv TEGUCIGALPA.....Ar	1205		1205					
			1610		Ar MANAGUA.....Lv	1145		1145					
					Lv MANAGUA.....Ar	1035		1035					
					Ar SAN JOSE.....Lv								

### TRANS-AUSTRALIA AIRLINES (TAA)

1915 ② ⑤	1921 ③	1913 ② ③ ④ ⑤ ⑥	1909 ② ③ ④ ⑤ ⑥	1911 ①	DC-3		1910 ② ③ ④ ⑤ ⑥	1912 # Ex. ⑦	1922 ③	1916 ② ⑤
					Read Down	Read Up				
1340	1300	0300	0145	0145	Lv MELBOURNE.....Ar	0735	0925	1610	2105	
↓	↓	↓	↓	↓	Lv WYNARD.....Ar	↑	↑	↑	↑	
1540	1530	0530	0345	0345	Lv WYNARD.....Ar	0530				
1640				0445	Lv DEVONPORT.....Ar					
1725				0530	Lv DEVONPORT.....Ar					
					Lv LAUNCESTON.....Ar					
					Lv LAUNCESTON.....Ar					
					Lv HOBART.....Ar					

### TRANS WORLD AIRLINES (TW)

599	595	597	Constellation		596	598	591
①	①	L-049	L-1049H		L-049	①	①
②③	②③	②④	Read Down	Read Up	②③	②③	②④
④⑤	④⑤	⑤⑥			④⑤	④⑤	⑤⑥
2330	2130	0125	Lv NEW YORK (IDL)...	Ar	0436	2001	1832
↓	↓	0216	Lv NEW YORK (LGA)...	Ar	↑	↑	↑
0154	2237	0216	Lv PHILADELPHIA...	Ar	↑	1920	1700
0310	2340	0305	Lv PHILADELPHIA...	Ar	↑	1832	1559
	↓	0435	Lv PITTSBURGH...	Ar	↑	1605	1454
		0530	Lv PITTSBURGH...	Ar	↑	1454	1315
		↓	Ar COLUMBUS...	Lv	↑	1330	1217
			Lv COLUMBUS...	Ar	↑	0913	1105
			Ar CHICAGO (MDW)...	Lv	↑	0630	1005
			Lv CHICAGO (MDW)...	Ar	↑	0528	0800
			Ar INDIANAPOLIS...	Lv	↑	2230	0648
			Lv INDIANAPOLIS...	Ar	↑		2300
			Ar ST. LOUIS...	Lv			
			Lv ST. LOUIS...	Ar			
			Ar KANSAS CITY...	Lv			
			Lv KANSAS CITY...	Ar			
			Ar LOS ANGELES...	Lv			
			Lv LOS ANGELES...	Ar			
			Ar SAN FRANCISCO...	Lv			
0727	0651	0936					

### TRANS-CANADA (TCA)

909 ① ② ③ ④ ⑤	North Star		910 ① ② ③ ④ ⑤
	Read Down	Read Up	
2100	Lv MONTREAL.....Ar	A1455	
2255	Ar TORONTO.....Lv	A1315	
2355	Lv TORONTO.....Ar	1155	
0350	Ar WINNIPEG.....Lv	0650	
0435	Lv WINNIPEG.....Ar	0605	
↓	-- CALGARY.....Lv	0150	
0730	Ar EDMONTON.....Ar	0120	
0800	Lv EDMONTON.....Ar	↑	
1015	Ar VANCOUVER.....Lv	2200	

A-Toronto to Montreal section ③④⑤ only.

### NEW YORK-ROME

970 ③ ④	980 ⑦ ④	L-1049H		971 ② ④	981 ③ ⑥
		Read Down	Read Up		
2359	2359	Lv NEW YORK.....Ar	1155	1235	
0439	0439	Ar GANDER.....Lv	0825	0705	
0525	0525	Lv GANDER.....Ar	0740	0820	
↓	↓	Ar SHANNON.....Lv	0145	0225	
1705	1630	Lv SHANNON.....Ar	0045	0125	
1805		Ar LONDON.....Lv	2255		
2105		Lv LONDON.....Ar	2155		
2205		Ar FRANKFURT.....Lv	2045		
↓	↓	Lv FRANKFURT.....Ar	1945		
2310	2000	Ar PARIS.....Lv	↑	2345	
0005	2300	Lv PARIS.....Ar	↑	2215	
↓	↓	Ar ZURICH.....Lv	1840		
0215	0020	Lv ZURICH.....Ar	1740		
	0115	Ar GENEVA.....Lv	↑	2055	
	0320	Lv GENEVA.....Ar	↑	1955	
		Ar MILAN.....Lv	1635	1845	
		Lv MILAN.....Ar	1540	1740	
		Ar ROME.....Lv	1400	1600	

### TRANS CARIBBEAN AIRWAYS (TRC)

901 ① ③	901 ⑥	DC-4		900 ①	900 ③ ⑤
		Read Down	Read Up		
2400	2200	Lv NEW YORK.....Ar	0500	0700	
0800	0600	Ar SAN JUAN.....Lv	2100	2300	



Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

# TRANSA-CHILE

C-46										
④	⑦	③⑥	⑤	④	Read Down	Read Up	④	①	②⑤	①④
1500		1000			Lv ARICA.....Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA...Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA...Ar	0930		1130		
2125		1325			Ar SANTIAGO.....Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO.....Ar		1750		1730	1700
	1100			1200	Ar BARILOCHE.....Lv		1450			1400
	1145				Lv BARILOCHE.....Ar		1405			
	1750				Ar PUNTA ARENAS...Lv		0900			
			1130		Ar J. FERNANDEZ...Lv				1400	

# WHEELER AIRLINES

101 P	C-46	DC-3	102 P
②⑤	Read Down	Read Up	②⑤
0915	Lv VAL D'OR.....Ar		1630
1225	Ar GREAT WHALE.....Lv		1320

# UNITED AIR LINES (UA)

92 DC-6A	99 DC-6	61 CVR	97 DC-6A	93 DC-6A	95 DC-6A	DC-6A CVR	92 DC-6A	90 DC-6A	92 DC-6A	94 DC-6A	98 DC-6A	96 DC-6	60 CVR
⑥	⑦①	⑦①	⑥⑦	⑥⑦	⑥⑦	Read Down	⑤⑥⑦	⑥⑦	⑥	⑥⑦	⑥⑦	⑦①	⑦①
	0140		2200			Lv BOSTON.....Ar					0932		
			2243			Ar HARTFORD/SPRINGFIELD...Lv					0850		
			0010			Lv HARTFORD/SPRINGFIELD...Ar					0755		
						Lv NEW YORK (LGA).....Ar					(A)		
						Ar NEW YORK (IDL).....Lv					0710		
						Lv NEW YORK (IDL).....Ar					0540		
						Lv NEWARK.....Ar	1620	1340					
						Ar PHILADELPHIA.....Lv	1545						
						Lv PHILADELPHIA.....Ar	1448						
						Ar CLEVELAND.....Lv							
						Lv CLEVELAND.....Ar							
						Ar DETROIT.....Lv	1250						
						Lv DETROIT.....Ar	1120						
						Ar CHICAGO (MDW).....Lv	0910	0950					
						Lv CHICAGO (MDW).....Ar	0710						
						Ar DENVER.....Lv							
						Lv DENVER.....Ar							
						Ar SALT LAKE CITY.....Lv							
						Lv SALT LAKE CITY.....Ar							
						Ar SAN FRANCISCO.....Lv							
						Lv SAN FRANCISCO.....Ar	2230						
						Ar OAKLAND.....Lv							
						Lv LOS ANGELES (INT'L).....Ar		2330					
						Ar LOS ANGELES (BUR).....Lv							

(A) IDL-BOS portion of 98 cancelled Saturday mornings.

# U.A.T. AEROMARITIME (UT-AMA)

DC-4	UT-755	AMA-97	AMA-93	AMA-99	DC-4	DC-6	AMA-98	UT-756	AMA-90	DC-4
⑥	④	①	③	①	NORD 2.502	Read Down	②	⑥	⑤	⑦
1610	1620				Lv PARTS LE					
	1825				BOURGET.....Ar					
	1910				Ar NICE.....Lv					
0005					Lv NICE.....Ar					
0105					Ar TRIPOLI.....Lv					
0730	0320				Lv TRIPOLI.....Ar					
	0430				Ar PORT-LAMY.....Lv					
					Lv PORT-LAMY.....Ar					
					-- MOUNDOU.....Lv					
					-- MOUNDOU.....Ar					
					Ar N'GAOUNDERE.....Lv					
					Lv N'GAOUNDERE.....Ar					
					-- BANGUI.....Lv					
					Ar DOUALA.....Ar					
					Lv DOUALA.....Lv					
					Ar LIBREVILLE.....Ar					
					Lv LIBREVILLE.....Lv					
					Ar PORT-GENTIL.....Ar					
					-- BRAZZAVILLE.....Lv					
					Ar POINTE-NOIRE.....Ar					

\*Every other week.

# VARIG (RG)

906	667	C-46	666	967
③	①	Read Down	⑥	⑥
0300		Lv RIO DE JANEIRO.....Ar	0330	1540
0430		Ar SAO PAULO.....Lv	0200	
0500		Lv SAO PAULO.....Ar	0130	
0800		Ar PORTO ALEGRE, Salgado Filho...Lv	2230	
		-- VITORIA.....Ar		
		-- BELMONTE.....Ar		
		Ar SALVADOR, Ipatanga.....Lv	1040	
		Lv SALVADOR, Ipatanga.....Ar	1010	
		-- ARACAJU, Municipal.....Ar		
		-- PROPRIA.....Ar		
		-- PENEDO.....Ar		
		-- MACEIO, Tab. do Pinto.....Ar		
		Ar RECIFE, Iba. Guar.....Lv	0635	
		Lv RECIFE, Iba. Guar.....Ar	0615	
		-- JOAO PESSOA, Santa Rita.....Ar		
		Ar NATAL, Parnamirim.....Lv	0500	

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Brechin, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																					ALL-CARGO						
CARRIER	Boeing Stratocruiser	Boeing 707	Brittania	Canadaair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H	Douglas DC-7B
AA.....	--	150	--	--	150	--	--	150	--	75	200	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200
AL.....	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--
ALITALIA	--	--	--	--	150	100	--	100	--	75	--	75	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
AF.....	--	150	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	--	--	--	100	100	--	100	--	--	--	75	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--
BOAC.....	100	--	75	--	--	--	--	--	--	--	--	75	--	68	--	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	100	100	--	--	--	--	--	--	70	--	--	--	--	--	150	--	--	--	--	--	--	--
CO.....	--	150	--	--	150	100	--	100	--	100	75	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	--	75	--	65	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--
DL.....	--	--	--	--	150	85	--	150	--	--	75	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	75	--	--	--	45	70	100	--	--	--	--	--	--	--	100	--	--
ELAL.....	--	--	150	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	350	--	200	200	--	300	--
JAL.....	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--
KLM.....	--	--	--	--	154	50	205	77	--	77	77	--	--	72	--	154	--	--	--	150	--	--	205	205	102	300	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	150	--	100	200	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
NO.....	--	--	--	--	150	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	100	--	--	--	--	100	--	200	75	--	75	--	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
PAA.....	100	150	--	--	--	--	100	--	--	75	75	75	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--
SAB.....	--	150	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--
SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	150	--	100	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	150	--	--	100	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--
UA.....	--	--	--	--	150	--	--	150	--	150	150	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--
WA.....	--	--	--	--	75	--	--	--	--	75	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Lockheed Super Const. 1049-H  
Douglas DC-7B

200

300

300

300

300

300

300

300

300

Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT  
ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft

ALL-CARGO

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																				ALL-CARGO								
	Boeing Stratocruiser	Boeing 707	Britannia	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-68	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtis C-46	Curtis C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H	Douglas DC-78F	
AA	--	600	--	--	500	--	--	600	--	600	600	--	--	--	--	200	--	--	--	--	--	--	--	--	6000	--	--	6000	
AL	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	
ASA	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	
ALITALIA	--	--	--	--	--	--	--	600	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
AF	--	600	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	
AL	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
AN	--	--	--	--	500	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	--	
BOAC	--	--	600	--	--	--	--	--	--	--	--	600	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	
CA	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	
CO	--	500	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	
CS	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
CPA	See U.S. and Canadian City Directory																												
CU	--	--	600	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	
DL	--	--	--	--	400	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	
HA	--	--	--	--	200	--	--	--	--	--	200	--	--	--	200	200	--	200	--	--	--	--	--	--	--	500	--	--	
HAL	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
IL	See U.S. and Canadian City Directory																												
ITL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	
JAL	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
KAL	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	
KLM	--	--	--	--	400	--	500	600	--	600	200	--	--	--	550	--	600	--	--	--	200	--	--	--	600	500	10000	--	
LA	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	
LC	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
MD	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
NA	--	--	--	--	400	--	--	400	--	200	200	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	
NE	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	
NO	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
PA	500	--	--	--	--	--	200	--	2000	200	--	200	--	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	--	
SA	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	
UA	See U.S. and Canadian City Directory																												
VA	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	
WA	600	600	--	--	--	--	600	--	--	600	600	600	--	--	--	--	600	--	--	--	--	--	--	5000	6000	--	--	--	
YK	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
ZA	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
AD	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	
AE	--	600	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
AS	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
BA	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--	
BO	See U.S. and Canadian City Directory																												
CA	--	--	--	--	--	--	--	--	600	--	200	--	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	
GACA	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
HA	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	200	--	--	--	--	--	--	--	
IC	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	
JA	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
KA	--	400	--	--	--	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	3000	--	
LA	--	--	--	--	400	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	
MA	--	--	--	--	200	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	
NA	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	



# SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding	Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.	LAN	LA	045	Lineas Aereas Nacionales
AAJ	AAJ	135	Arab Airways (Jerusalem) Ltd.	LA NIC	NI	176	Lineas Aereas de Nicaragua, S.A.
ACA	AK	151	Alaska Coastal Airlines	LAP	LA	176	Lineas Aereas Nacionales, S.A.
ABR	AB	042	Empresa de Transportes Aereos Brasil, S.A.	LAV	LV	046	Linea Aeropostal Venezolana
AD	AD	103	Aden Airways Limited	LC	LC	020	Lake Central Airlines
AERONAVES	AH	139	Aeronaves de Mexico, S.A.	LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
AET	IN	052	Aerline Eireann Ltd. Irish Air Lines	LIN	LI	247	Linea Aerea Colombiana
AF	AF	057	Air France	LL	LL	223	Lloyd Aereo Colombiano
AFL	SU	067	Aeroflot	LN	LN	067	Air Liban
AIL	AI	098	Air India International	LOT	LO	080	Polish State Airlines LOT
AIRCEY	AE	104	Air Ceylon Limited	LX	LX	325	Los Angeles Airways, Inc.
AJ	AJ	148	Air Jordan	MAL	ML	127	Malayan Airlines, Ltd.
AKK	AK	224	Air Kruise (Kemi), Ltd.	MAL EV	MA	182	Hungarian Air Transport-MAL EV
AL	AL	037	Allegany Airlines, Inc.	MAR	MR	022	Martin Air Services Limited
ALG	AH	124	Air Algerie	ME	ME	076	Middle East Airlines Co.
ALT	EL	053	Aer Lingus Teoronto - Irish Air Lines	MK	MK	213	Mackey Airlines, Inc.
ANA	AN	090	Ansett-Australian National	NMA	MM	181	MacRobertson-Miller Airlines, Ltd.
ANSETT	AP	152	Ansett Airways Pty., Ltd.	AN	AN	210	Monza Airlines Limited
AQU	AQ	123	Aerovias Panama	MO	MO	034	Mohawk Airlines, Inc.
ARG	AR	044	Aerolineas Argentinas	MS	MT	216	Martin Air Services Limited
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.	MS	MS	077	Mirage, SAE
ASA	AS	027	Alaska Airlines, Inc.	NACIONAL	NA	208	Transportes Aereos Nacionales, Ltda.
ATM	AT	147	Compagnie Nationale de Transportes Aeriens	NA	NA	010	National Airlines, Inc.
ATSA	TZ	141	Aero Transportes, S.A.	NC	NC	184	Northern Consolidated Airlines, Inc.
AVENSA	VE	128	Aerovias Venezolanas, S.A.	NE	NE	011	NorthEast Airlines, Inc.
AVIACO	AV	110	Aviacion y Comercio, S.A.	NW	NW	012	North Central Airlines, Inc.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.	NY	NY	332	New York Airways, Inc.
AW	AW	121	Airwork Limited	NZ	NZ	078	New Zealand National Airways Corp.
AZ	AZ	055	ALITALIA-Linee Aeree Italiane	OA	OA	050	Olympic Airways, S.A.
BAHAMAS	BH	116	Bahamas Airways, Ltd.	OAS	OL	215	Oley Air Service, Ltd.
BAT	BE	060	Butler Air Transport Pty., Ltd.	OZ	OZ	044	Ozark Air Lines, Inc.
BEL	BE	060	British European Airways Corp.	PAA	PA	026	Pan American World Airways System
BGAL	BK	137	British Guiana Airways, Ltd.	PAB	PB	111	Panair do Brasil, S.A.
BKS	BK	137	BKS Air Transport, Ltd.	PAL	PR	079	Philippine Air Lines
BL	BL	039	Bonanza Air Lines, Inc.	PANAGRA	PG	109	Pan American-Grace Airways, Inc.
BN	BN	002	Boniff International Airways, Inc.	PI	PI	034	Piedmont Aviation, Inc.
BOAC	BA	061	British Overseas Airways Corp.	PK	PK	214	Pakistan International Airlines
BRITAWIA	BT	223	Britavia, Limited	PLUNA	PU	030	Primera Linea Uruguaya de Navegacion Aerea
BWA	BA	066	British West Indian Airways, Ltd.	PC	PC	031	Pacific Air Lines
CA	CA	013	Capital Airlines, Inc.	PN	PN	031	Pacific Northern Airlines, Inc.
CAA	CE	063	Central African Airways Corp.	PT	PT	088	Provincetown-Boston Airline, Inc.
CAS	CS	138	Cambrian Airways, Ltd.	QAL	QB	188	Queensland Airlines Pty., Ltd.
CAT	CT	129	Civil Air Transport	QBA	QB	188	Quebecair, Inc.
CATHAY	CK	160	Cathay Pacific Airways, Ltd.	QCA	QC	081	Queen Charlotte Airlines, Ltd.
CAUSA	CB	158	Compania Aeronautica Uruguaya, S.A.	QEA	EM	081	Qantas Empire Airways
CBA	CB	158	Caribbean Atlantic Airlines, Inc.	QUSA	QA	143	Aerovias "Q" S.A.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.	RAC	RC	223	Royal Air Cambodge
CH	CH	063	Chicago Helicopter Airways, Inc.	RAL	RA	321	Royal Airlines, Inc.
CIA	CI	231	Caribbean International Airways, Ltd.	REAL	RH	218	Rutas Aereas Nacionales, S.A.
CINTA	CI	231	Cinta Chilean Airlines	REAL	RE	218	Real S/A-Transportes Aereos
CMA	CM	132	Compania Mexicana de Aviacion, S.A.	REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
CN	CN	319	Central Airlines, Inc.	REEVE	RE	323	Reeve Aleutian Airways, Inc.
CO	CO	005	Continental Air Lines, Inc.	RD	RD	323	Riddle Airlines, Inc.
COA	CO	320	Cordova Airlines, Inc.	SA	SA	083	South African Airways
COMAIR	CR	161	Commercial Air Service Pty., Ltd.	SAB	SN	082	Societe Anonyme Bep d'Exploitation de la Navigation Aerienn
CONAIR	CM	166	Connellair Airways, Ltd.	SAFE	BU	274	Braathens South American & Far East Airtransport
COPAC	CP	018	Compania Panamena de Aviacion, S.A.	SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.	SAS	SK	117	Scandinavian Airlines System
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul	SATA	SB	219	Sociedade Acoriana de Transportes Aereos, Ltda.
CSA	OK	064	Ceskoslovenska Aeroline	SBY	SB	221	Seaboard & Western Airlines, Inc.
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.	SDI	SL	212	Saudi Arabian Airlines
CYP	CY	048	Cyprus Airways, Ltd.	SI	SI	042	Slick Airways, Inc.
DA	DA	026	Dragon Airways, Ltd.	SO	SO	038	Southern Airways, Inc.
DERBY	DR	068	Derby Aviation, Ltd.	SR	SR	085	Swiss Air Transport Co., Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"	SUD	ST	198	Societe de Transportes Aeriens en Extrême-Orient
DL	DL	006	Delta Air Lines, Inc.	SUDAN	SD	200	Sudan Airways
DLA	DT	118	Divisao de Exploracao dos Transportes Aereos	SYRIAN	SN	201	Syrian Airways Company
EA	EA	007	Eastern Air Lines, Inc.	TAA	TN	102	Trans-Australia Airlines
EC	EC	094	East African Airways Corp.	TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
EG	EAGLE	232	Eagle Airways of Britain	TACA	TA	202	TACA International Airlines, S.A.
EL AL	LY	114	El Al Israel Airlines, Ltd.	TACAV	TV	175	Linea Aerea TACA de Venezuela
ES	ES	169	Ellis Air Lines	TAL	TI	119	Compagnie de Transportes Aeriens Intercontinentaux
ETHIOPIAN	ET	071	Ethiopian Air Lines	TALP	IP	047	Transportes Aereos Da India Portuguesa
EWA	EW	071	East-West Airlines, Ltd.	TALOA	TL	204	Transocean Airlines
FAUCETT	CF	163	Companie de Aviacion "FAUCETT", S.A.	TAN	TX	208	Transportes Aereos Nacionales, S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)	TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
FL	FL	028	Frontier Airlines, Inc.	TC	TC	014	Trans-Canada Air Lines
FLUG	FI	108	Flugflog Islands, H.F. (Iceland Airways, Ltd.)	TEAL	TE	086	Tasman Empire Airways Limited
FT	FT	023	Flying Tiger Lines, Inc.	THAI	TH	203	Thai Airways Co., Ltd.
GAL	AG	040	Guinea Airways, Ltd.	THY	TK	235	Turk Hava Yollar
GAM	AG	040	Guest Aerovias Mexico, S.A.	TPA	TS	267	Trans-Pacific Airlines, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.	TSA	TO	267	Trans-Texas Airways
GU	GU	173	Guatemala Airlines	TT	TT	033	Trans Caribbean Airways
HAL	HA	173	Hawaiian Airlines, Ltd.	TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
HCA	HC	122	Hunting-Clan Air Transport, Ltd.	TW	TW	015	Trans World Airlines, Inc.
HK	HK	054	Hong Kong Airways, Ltd.	UA	UA	016	United Air Lines, Inc.
IA	IA	073	Iraqi Airways	UAT	UT	125	Union Aeronautique de Transport
IAC	IC	058, 093	Indian Airlines Corporation	UBA	UB	209	Union of Burma Airways
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas	VARGO	RG	042	Empresa de Viacao Aerea Rio Grandense
IAL	LL	278	Icelandic Airlines	VASP	VP	042	Viacao Aereo Sao Paulo, S.A.
IR	IR	096	Iranian Airways	VNA	VN	120	Air Vietnam
JAL	JL	131	Japan Air Lines Company, Ltd.	WAC	WT	087	West African Airways Corporation
JAT	JY	115	Jugoslavenski Aerotransport (JAT)	WA	WA	017	Western Air Lines, Inc.
JSV	JY	130	Jersey Airlines	WC	WC	025	West Coast Airlines, Inc.
KA	KL	229	Kuwait Airways	WEN	WE	212	Wien Alaska Airlines
KLM	KL	074	K.L.M. Royal Dutch Airlines	YR	YR	212	Soc. de Transporturi Aeriene Romano-Societate
KNA	KN	226	Korean National Airlines				
LAB	LB	051	Lloyd Aereo Boliviano				
LACA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.				
LAD	LD	177	Lineas Aereas del Estado				

[illegible]

**Rates are as follows:**

\*On a planeload basis

for full information — contact your freight forwarder, cargo agent or KLM, 609 Fifth Avenue, New York 17, New York.



# Faraway Factory Not So Far Away

***Fast, frequent air service between San Juan and Baltimore permits Tiffany Uniforms to produce in Puerto Rico for distribution in the States.***

By DONALD J. FREDERICK

Tiffany Uniforms, a long-established Baltimore firm, has an extra factory around the corner thanks to air freight. The extra plant is located in Cayey, Puerto Rico, in the central plateau region of the island, about 15 miles south of San Juan.

Tiffany, which supplies highly stylized uniforms for nurses, waitresses and beauticians, started using air freight to and from San Juan during the dock strike of 1954 and has never stopped. The company found that it was able to take advantage of lower labor costs on the island while at the same time expediting shipments to its customers by air.

According to Tiffany's president, Nathan Finkelstein, speed and convenience more than make up for the slightly higher shipping costs. He estimates that shipping the uniforms to Baltimore by air costs his company about \$1.80 a dozen as against 75¢ a dozen by slower surface transportation.

Finkelstein's interest is getting his product into the customers' hands as quickly as possible, and damage claims are nil. As he expresses it to the customer: "Our primary concern is to service your orders to your fullest satisfaction." Air freight fits the customer's requirements to a "T." The happy customer reorders faster.

Tiffany's customers are made up of leading department stores and specialty uniform shops throughout the U.S. The company's gross revenues run about \$2.5 million a year.

The firm turns out about 35,000 dozens of uniforms a year. The San Juan factory, employing a force of 175, accounts for 21,000 dozen or 60% of the total.

Air shipments from San Juan to Baltimore have been running over 1,000 lbs. a week. This average sometimes swells to over 3,000 pounds during peak periods.

The uniforms are packed in small

corrugated carton boxes, lined with moisture-proof paper. Each box, bound with steel straps, weighs close to 60 lbs. A box contains about 5 dozen uniforms.

The boxes are loaded on Tiffany trucks at the plant in Cayey for morning delivery to San Juan (Puerto Rico International Airport). There they are loaded aboard Pan American World Airway's late morning flight which arrives in Baltimore at 5:15 p.m. the same day.

Tiffany picks up the uniforms with a station wagon in Baltimore the following morning. The uniforms are ready for distribution to the firm's many customers throughout the U.S.

Formerly the company had to count on a seven day transit time by surface. This was minimum.

The traffic movement is not all one way. To the island, the manufacturer often supplies the Cayey factory by air with trimmings, buttons and thread.

The two-way operation has proved a buffer against both production delay and overproduction. Tiffany wants to avoid as far as possible the danger of over extending highly stylized items while simultaneously keeping abreast of current demand.

Pan Am is enthusiastic about the operation. George Waterhouse, PAA's district sales manager in Baltimore, says the regularity of his carrier's service has resulted in unexpected passenger dividends. Company officials commute on a regular basis to San Juan. Earlier this year, Pan Am flew some 60 Tiffany officials to the firm's sales convention in San Juan. Waterhouse is hoping this will be an annual event.

Tiffany is enthusiastic too. As one company official put it, the factory is only a night away, closer than a great many locations in the U.S.

Future programs promise to be even more air minded. Expansion plans are in the wind for another Puerto Rican plant. This will mean even more volume by air.

## The Newest Freighter



The first DC-7F for American Airlines went into scheduled air freight service in October. In all, AA will convert 10 DC-7s to the all-cargo configuration.



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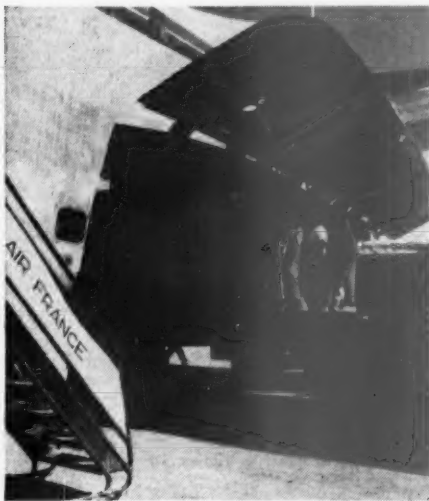
NOVEMBER, 1959

## Where There Is Oil

airplanes will haul supplies,  
provide the link to civilization

In the saga of the incredibly rapid development of the oil fields recently found by France in the Sahara desert, air cargo will occupy a key position. For eight years, the DC-3s, DC-4s, Breguet 763s of Air France and the DC-3s, DC-4s, Noratlas of Air Algerie have given tremendous assistance in the penetration of the desert, bringing all kinds of supplies to the many teams engaged in the exploration of oil fields or mineral deposits.

At least three major oil fields have now been found in the Sahara. Last month, the first benefits of the search for oil by the French will begin to be reaped on a large scale when the new pipe-line connecting the oil fields of



At Hassi-Messaoud, in the Sahara, an Air France Breguet 763 cargo airplane is unloaded the hard (but only) way, manpower.

Hassi-Messaoud will begin to convey the oil to the harbour of Bougie.

Under adverse conditions and on very difficult ground, the new 435 mile long pipe was built in extremely short time—2 to 2.5 miles of pipe were laid every day. While the pipes themselves were brought to destination by train and special road vehicles, most of the lighter supplies were taken to temporary air strips by Air France's DC-3s.

Meanwhile, the big oil centers like Hassi-Messaoud and Edjele, which are now served by major airfields, could not have been built and developed without the supplies which were brought in by air.

The French Sahara airlines, Air France and Air Algerie, operate many scheduled all-cargo flights between Algiers and the new oil centers. But they also continue, by special flights, to assist in the further penetration of the Sahara.



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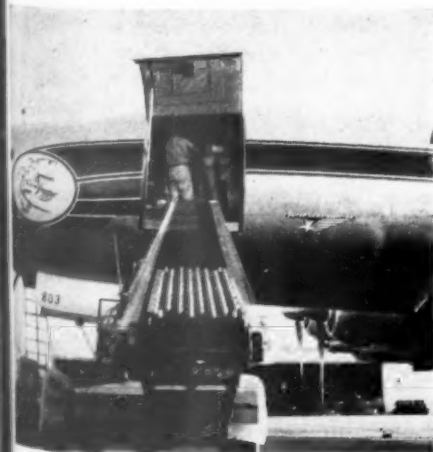
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## CAB Upholds Decision In Int'l Forwarder Case

The Civil Aeronautics Board's order of reconsideration in the International Air Freight Forwarder Investigation, issued last month, does not substantially alter the Agency's original decision in the proceeding. The case was set up by CAB to provide new regulations governing the international freight forwarders. As predicted by *AIR CARGO* magazine last February, the order on reconsideration largely affirmed the sweeping authorizations voted the forwarders.

These authorizations included the right to charter aircraft from both certificated and supplemental carriers and to use the supplementals on an individual shipment basis. The forwarders were also given the green light to joint load on both charter and individually waybilled flights. Under conditions, where a consolidation could not be effected the forwarders were permitted to handle shipments as an airline agent.

The Board said that with one exception the matters set forth in the many petitions "failed to establish error in the Board's decision or otherwise establish that the relief requested is warranted."

The one exception decided the name

under which the forwarders will be officially recognized. The Agency heeded arguments advanced by the Air Freight Forwarders Association that the name "international air freight forwarder" should be retained. In the earlier opinion, the Board had proposed the name "air cargo consolidator."

Full implementation of the Board's decision faces a legal stumbling block. The supplemental opinion affirms a portion of the original decision by a two-to-two vote. This resulted from Member Louis J. Hector's resignation and a switched vote by Member Har-mar D. Denny.

Affected by the tie vote are the right of the forwarders to charter supplemental aircraft and the option to act as an agent of the direct air carrier. In the original decision, a 3-2 majority voted affirmatively on both points. Denny switched his stand on the supplemental charter authority.

Now, before issuing new rules, CAB must decide if a regulation can be formulated without a clear cut majority on all the issues.

Chances are CAB will issue a partial regulation skirting the deadlocked supplemental and agent issues.

## AMEXICO Clears First Barrier

The American Express Company has cleared the first obstacle in its bid to get international air freight forwarding authority. In his initial decision, CAB Examiner Herbert K. Bryan found that the benefits which would be derived from American Express' entry into the forwarding field far outweighed the "limited adverse effect on existing operators."

Bryan reached his findings in light of the public interest which he described as the sole issue to be resolved in the case. On this basis, he found it was "unnecessary to find that there is any need for the proposed service or that the services of existing air cargo consolidators are inadequate to meet the demands of the users."

Considering the international implications in the case, Bryan felt that American Express would enhance the

position of U.S. air freight forwarders in the west-bound movement of air freight from Europe. "Through its other world wide business enterprises," he said, "it would provide service to heretofore untapped sources of traffic." The examiner further felt that the custom house-foreign freight forwarder tie-up used by U.S. air freight forwarders for westbound movement of traffic would receive a shake up since "operations by Amexco would inject United States forwarders into the active phase of the business."

Bryan commented that U.S. international freight forwarders would suffer little diversion. He said: "With the United States air cargo consolidators playing only a minor role in the west-bound movement traffic from Europe they would be adversely affected only a negligible degree by the proposed

services of Amexco." But he recognized that "to the extent that Amexco might divert traffic from foreign forwarders, the revenues United States consolidators receive for their services as customhouse brokers in handling that traffic might be subject to diversion. However," Bryan continued, "with the foreign forwarders well established and having an inherent advantage in developing traffic in their native countries, it is highly improbable that the diversion of west-bound traffic by Amexco would be substantial."

The examiner was convinced that air freight forwarders in this country have not worked to develop west-bound traffic. He pointed out that "some of the existing operators have refrained from engaging in the development of that traffic because of the fear of antagonizing the European air freight forwarders with whom they have contracts to act as customhouse brokers. In effect," Bryan said, "they are willing to settle for the crumbs instead of the loaf."

Turning to the question of export traffic, Examiner Bryan forecast some diversion. But he said that with the "advantages enjoyed by existing consolidators, and their established widespread networks of domestic agents, the actual diversion by Amexco would not be substantial."

Under Bryan's findings, American Express would get operating authorization for five years subject to a number of conditions. For instance, Examiner Bryan felt that Amexco should be required to maintain a record of shipments and file an annual report. The annual report would contain the volume of traffic turned over to the New York Central Lines, the volume of traffic turned over to the Transcontinental Bus and Greyhound Bus lines, and the number of shipments weighing less than 500 pounds exchanged with Aero Mayflower Transit Company. These traffic reports would be waived if volume did not exceed 999 shipments.

The examiner also felt that American Express should: maintain a record of shipments on which it provides both banking and air consolidation services, including information as to the banking terms; record any agreement with a surface carrier covering a general agency arrangement; and seek Board approval of any agreement entered into with any successor to Railway Express Agency covering export air transportation.

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## CAB Extends Exemption For Military Charters

The Civil Aeronautics Board has extended the exemption of all air carriers which permit them to conduct unlimited charter and contract operations for the military. The new exemption will run until September 30, 1960.

In granting the extension, the Board explained that a "refusal to continue the blanket exemption and a change to individual exemptions to named carriers for specific services would serve no useful purpose, but would merely impose an unnecessary burden on the carriers seeking relief and would subject them and the military establishment to unnecessary and undesirable uncertainties."

## CAB Reaffirms Stand On Supplemental Carriers

Civil Aeronautics Board has refused to limit new authority granted some 23 supplemental air carriers in the Large Irregular Carrier Investigation. The proceeding, which has been the subject of a running legal battle for the last few years, gave the supplemental carriers authority to operate 10 trips per month between any two points.

The latest Board action took the

form of a supplemental order and dealt with petitions for reconsideration by American, Capital and several Alaskan carriers.

The Board dismissed the American petition as a "successive petition which . . . will not be entertained," and noted that it was the third in the proceeding by which American had sought to prohibit charters to freight forwarders. "In fact," CAB noted, "American's petition for reconsideration in the Domestic Freight Forwarder Investigation advanced arguments similar to those repeatedly made in this proceeding and the Board there, too, specifically rejected them, citing its 1955 opinion on reconsideration in this case."

The Alaskan carriers asked the Board to clarify the question of intra-Alaska charter operations in light of the recently issued supplemental certificates. Accordingly, the Board assured the Alaskan carriers that nothing in the supplemental certificates would be construed as authorizing air transportation within the state of Alaska.

Vice Chairman Chan Gurney and Member Harmar D. Denny reiterated their dissent in the case, and noted that they would have awarded the supplemental carriers unlimited charter authority only. However, in light of the

10 trip authorization voted by the majority, both members thought forwarder consolidations should be treated as a planeload of individual packages from numerous shippers. The members concluded that "such a charter should be included as one of the ten monthly flights which the supplementals are authorized to perform. Charters to freight forwarders by this means," they said, "would be confined to supplement the regular scheduled services of the route-type operators which, as we understand, is the purpose of the majority in certifying the supplemental carriers."

## CAB Extends Specific Rate On North Atlantic

Civil Aeronautics Board has extended, until November 30, the resolution which controls the specific commodity rate structure on the North Atlantic. However, the Board made clear that it was not approving the rule as it pertained to the rating of "parts."

CAB expressed serious concern "with the carriers' use of a general overriding rule in the rating of parts. Such a position," the Board said, "in our opinion, inconsistent not only with sound tariff practice but equally with sound rate making since it curtail



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the freedom of the carriers in negotiating within the International Air Transport Association the exact commodities to which a given rate is to apply." The Board's action on North Atlantic rates did not extend to approval of specific commodity rates across the Pacific and to South America. In these areas, an open rate situation technically exists.

The open rate situation will probably be short lived. IATA traffic Conference meetings held last month in Honolulu were expected to come up with some solution, even though temporary.

It was also certain that conferees would frantically search for a solution for rate problems on the North Atlantic.

### Supplemental Opinion Issued By CAB in Twin Cities Case

Civil Aeronautics Board has issued supplemental opinion in the Chicago-Milwaukee-Twin Cities Case which extends Eastern Air Lines' Route No. 6 to Milwaukee and Minneapolis/St. Paul from Chicago. The added authority will allow Eastern to bypass Chicago and provide direct service between Cincinnati on the one hand and Milwaukee and the Twin Cities on the other. The original order in the case only extended EAL to Chicago and Cincinnati.

### Legal Issues Cleared in Great Lakes Case

The air is at last cleared in the Great Lakes-Southeast Service Case. U.S. Court of Appeals in New York has settled the remaining legal issues by affirming Civil Aeronautics Board's order in the proceeding.

The court opinion, which was not available at presstime, denied requests by Eastern, National and Capitol Airways to alter the Board opinion which was issued about a year ago. New Florida routes in the case went to Delta, Northwest and Capital Airlines. Eastern, United and Trans World airlines also received grants.

### United Head Sees Airline Mergers

W. A. Patterson, president of United Airlines, predicts that the inevitable outcome of the Civil Aeronautics Board's policy of trying to strengthen smaller trunklines by awarding new competitive routes will be a round of airline mergers.

In an interview with *Forbes* magazine, Patterson said: "Even if the economy continues strong, there will be signs in late 1960, and



## Air France Flies Ford Parts to a Persian Market!

One of America's hardest working "good will" ambassadors is the rugged Ford truck. You see it everywhere—even in such an unlikely spot as the market place in far-off Teheran, capital of Iran, which was once ancient Persia. Equally familiar is Ford's reputation for immediate availability of parts all over the world.

How can Ford support such a huge supply network? Long ago they learned that Air France's air freight service is one way to insure immediate delivery and cut costly warehousing. That's why Ford frequently specifies Air France for shipments of parts almost anywhere in the world. Why not follow Ford's example. Air France flies cargo to more cities in more countries than any other airline.

**AIR FRANCE**  
WORLD'S LARGEST AIRLINE

definitely in 1961, that there are too many airlines. I doubt that the CAB would approve mergers right now. But what is going to occur is going to hit them over the head so hard that they will begin to see the situation with a great deal of clarity."

### New Ft. Lauderdale Service Recommended By Examiner

Civil Aeronautics Board Examiner Ralph L. Wiser has recommended that Fort Lauderdale be added as a co-terminal point in the certificates of domestic trunklines serving Miami.

In his initial decision in the Fort Lauderdale Service Case, Wiser felt that the Florida city should be added as a coterminal with Miami on the routes of Capital, Delta, National, Northeast, Northwest and Trans World airlines.

Wiser also felt that Fort Lauderdale should be added as an intermediate between Miami and West Palm Beach for Eastern and National.

Wiser's proposals were subject to certain restrictions which would prevent the carriers from engaging in single-plane service between Fort

Lauderdale and various other points on their systems. The examiner said new services are not to be considered in the case but flexibility should be provided so airlines serving the Miami-Fort Lauderdale area could serve the Boward County Airport (Fort Lauderdale).

## CAB BRIEFS

Trans World Airlines has been authorized to serve St. Louis and Chicago as consecutive points on all cargo flights for one year. The carrier may not unload cargo or mail at Chicago which was enplaned at St. Louis and correspondingly, may not unload cargo at St. Louis which was enplaned at Chicago.

Aerovias Sud Americana (ASA) has been allowed to suspend service temporarily at Havana, Cuba until August 31, 1960.

Frontier Airlines has been cleared to overfly Hot Springs, South Dakota on flights over the carrier's route No. 73 subject to the condition that the point is served with one round trip daily.

Transcontinental, S. A., of Argentina, has CAB permission to engage in off-route charter service.

The request by United States Overseas Airlines that extra sections scheduled by supplemental carriers be considered as part of the original flight has been denied by CAB. Ruling means extra sections would be counted in computing the ten-flights-per-month limit.

## CAB CALENDAR

### NOVEMBER

- Nov. 10—Trans Pacific Route Case hearing, San Francisco, Calif. (Docket 7723 et al).
- Nov. 16—IATA Agency Resolution Investigation Case, hearing, tentative (Docket 8302).
- Nov. 17—Reopened Pacific Northwest Local Air Service Case, hearing, tentative (Docket 5463 et al).
- Nov. 18—Proposed Amendment Part 241 (Uniform System of Accounts), informal conference (Docket 10792).
- Nov. 23—Trans Pacific Route Case hearing, Washington, D.C. (Docket 7723 et al).

### DECEMBER

- Dec. 7—Trans Canada Air Lines, New York as co-terminal on Halifax-Boston route, hearing, tentative (Docket 10697).

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## PEOPLE

John H. Mahoney has been elected by Capital Airlines' board of directors as vice president for marketing services. He will direct the airline's schedule, tariffs and marketing research programs and be responsible for regulatory conformance of sales programs and policies.

Mahoney joined Capital after leaving Seaboard & Western Airlines where he was a vice president, in charge of marketing, research, economic planning, schedules and tariffs. He was also S&W's representative to the Air Transport Association, International Air Transport Association and other industry conferences.

Prior to joining S&W, Mahoney was employed by American Airlines.

Also in CAP's marketing department, Clifford H. Taylor, former assistant director of ground operations, has been appointed cargo sales manager. He will be responsible for direction and supervision of the airline's overall cargo operation and will report directly to vice

president and sales manager Read Chalfant on all phases of cargo activity.



MAHONEY



TAYLOR

Maurice Taffin has been named manager of Trans World Airlines' air cargo organization in Paris. Taffin, who was formerly district sales manager for TWA in the French capital, succeeds George Ellis.

Howard C. Reppert, Jr. has joined the ranks of Air Cargo Inc.'s ten year contractors. He is president, Reppert Transfer & Storage Co., 112 Tenth Street, Des Moines, Iowa.

James Pacente is the new cargo sales supervisor for Pan American World Airways in Chicago. He replaces Larry Hines, who has been promoted to assistant district sales manager in PAA's San Francisco office.

Ralph W. Kummer has joined Airborne Freight Corporation as sales promotion manager. In his new position, Kummer will direct all sales promotion, public relations, and advertising activities for Airborne's international air freight forwarding and travel agency operations.

Airborne has also appointed Stan Majkut as district manager for the Albany-Schenectady area. Majkut was a partner in Flying Freight, an agent for Airborne and other freight forwarders.

Jack K. Lewis is heading up Japan Air Lines' newly-established Dallas office in the 211 North Ervay Building. Telephone number is RIVERSIDE 8-8057. As district sales manager, Lewis will be responsible for Texas, Oklahoma, Louisiana and Arkansas.

Jack F. May has been appointed New York district sales manager for Northeast Airlines.

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WHitehall 3-1500  
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STERling 3-8278



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# Carrier Round-Up

**Alitalia** will start taking delivery of the Caravelle jet during April 1960. The Italian carrier is planning to operate the four French jets now on order in direct competition with SAS on new routes to Copenhagen, Cairo and the Middle East.

**United Air Lines** has inaugurated nonstop DC-8 jet service on three new routes, San Francisco-Chicago, San Francisco-Los Angeles, and Chicago-Los Angeles. Chicago flights land at O'Hare Airport.

**KLM Royal Dutch Airlines** intends to place the Lockheed Electra on its Amsterdam - Dusseldorf - Vienna - Istanbul-Ankara-Cairo route December 15. Also in December the Electra will serve Frankfurt, Budapest, Beirut and Damascus.

Early next year, KLM will extend Electra service to Teheran, Munich, Rome, Geneva, Athens, Baghdad. By March, the turboprop transport will also serve Sofia and Tel Aviv.

**Trans World Airlines** has begun Boeing 707 jet service between Miami and St. Louis and Los Angeles.

**Capital Airlines** has announced plans to purchase seven Convair 880 jets and five turboprop Lockheed Electras. The Electras will be ready for delivery in May, June and July 1960. Delivery on the 880's is planned for October, November, and December, 1960.

**Northwest Airlines** now provides direct service to Atlanta from Chicago, Minneapolis/St. Paul, the Pacific Northwest and Miami.

**Pan American World Airways** has started round the world service with the Boeing 321 Intercontinental jet. In addition to serving Los Angeles and New York, the big jet will touch down at London, Frankfurt, Istanbul, Beirut, Karachi, Calcutta, Bangkok, Hong Kong, Tokyo and Honolulu.

Flying Time from New York, round-the-world to Los Angeles will be less than 38 hours compared with 66 hours in piston aircraft. Elapsed time will be just over two days.

**Hawaiian Airlines** is flying the regularly scheduled civilian flights to Mid-

way Island, under contract with Military Air Transport Service. Hawaiian will haul 72 tons of cargo and passengers monthly between Honolulu and Midway through Sept. 30, 1960.

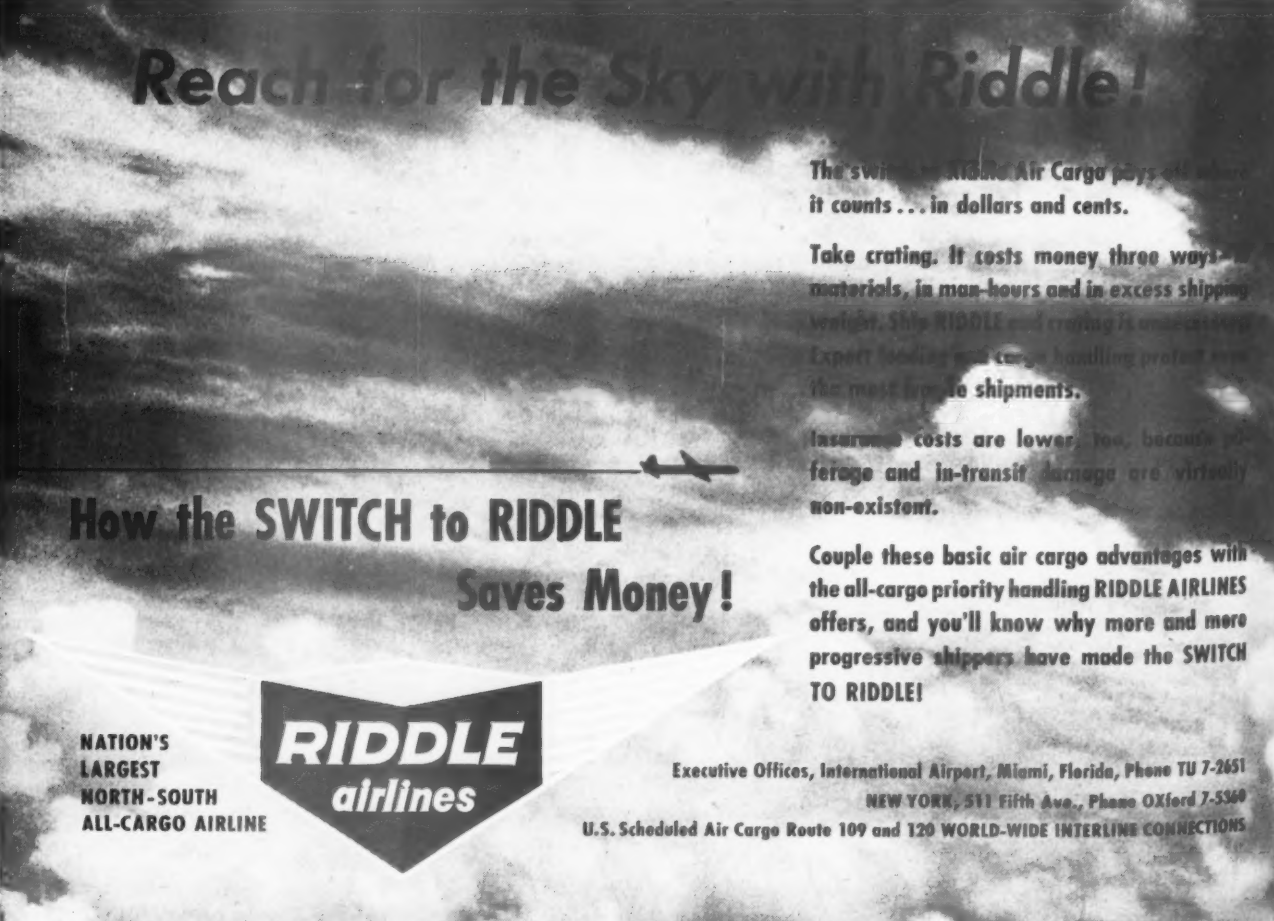
**Swissair** has decided to purchase seven Convair 600 Coronados for delivery starting in the Spring of 1961. Simultaneously, the airline announced the cancellation of its previous order for five Convair 880s. Two of the Coronados will be leased to SAS for four years.

**Trans-Canada Air Lines** has been given authority to serve Chicago through O'Hare airport in addition to Midway so long as the carrier does not serve both airports on one flight.

**Western Air Lines** has begun Lockheed Electra service to Phoenix, Salt Lake City and Minneapolis from Los Angeles.


**Sabena Belgian World Airlines** has formed a subsidiary named Sabena Congo to take over routes in the Belgian Congo. Sabena's network in the Belgian Congo is currently operated

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with DC-4s and DC-3s but starting in January, Sabena-Congo will take over a number of the Convair 440s currently operated by the Belgian airline within Europe.

Meanwhile, Sabena is planning to begin Boeing 707 jet service Feb. 15. The 707s will operate four times weekly between Brussels and New York and once a week from Brussels to Johannesburg via Rome and Leopoldville.

Under the Belgian airline's winter timetable, effective Nov. 1, Frankfurt becomes a stop on the Brussels-Budapest-Bucharest route while Vienna becomes a stop on the Brussels-Athens-Ankara-Teheran route.

American Airlines has received the first of the 10 DC-7F Airfreighters being converted by Douglas Aircraft Co. Douglas is changing the DC-7s to all-cargo configurations for AA under a \$4,250,000 program. All 10 will be delivered by August 1960. The plane began transcontinental operations late last month.

Japan Air Lines, last month, discontinued weekly transpacific all cargo flights. JAL took the action after its lease of a Transocean Air Lines DC-4 had expired.

Qantas Empire Airways has accepted the last of its seven-plane Boeing 707 order from the manufacturer.

American and Continental airlines have added a fourth daily roundtrip interchange flight between Texas and California. The new DC-7B flights will cut east-bound time between Los Angeles and Houston to 5 hrs., 25 min.; westbound to 5 hrs. 50 min.

Guest Airways has taken delivery of three Lockheed Super-G Constellations, formerly operated by Thai Airways of Thailand. The planes will be used on the Guest's Mexico City-Europe route across the mid-Atlantic, and also on the Mexico City-Caracas route.

Lufthansa Airlines, this month, adds three new cities to its system, Karachi, Calcutta and Bangkok. Lockheed Super G-Constellation flights serving the cities will originate in Hamburg on Mondays and Thursdays and will be routed via Duesseldorf, Frankfurt, Rome and Cairo.

East African Airways, during the period January 1-August 12, reports a 73.8% rise in cargo tons on international routes over the same period last year. Mail tons registered a 39.1% gain.

Air France has added a weekly DC-4 all cargo flight connecting Paris to Fort Lamy, French Equatorial Africa with stops at Algiers and Reggane.

Meanwhile, in the U.S., Air France has opened a district headquarters in downtown Newark, N.J. The office is located on the ninth floor of 10 Commerce Court.

Seaboard & Western Airlines has received renewed exemption authority to provide transportation for the Dupont Company. The airline, now operating under its third exemption, flies eastbound and westbound between New York and Belfast, Ireland, with

household furnishings and certain office machinery, tools and instruments. Latest exemption cleared S&W to handle household shipments in the 3,000 to 10,000 pound range.

An upsurge in cargo business for the first six months has netted Swissair a 34% increase over the same period a year ago. Freight carried during the period accounted for 21% of Swissair's business against 17% a year ago.

The airline's North Atlantic operations in cargo increased 64% and Far East cargo activity increased 39%. European and Near East traffic rose by 6% and 8% respectively.



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# New Products and Processes



## Army Finds Savings In Fibreboard Containers

Tri-Wall Containers, Inc. has recently developed a low cost container, constructed of strong triple-wall corrugated fibreboard. Tri-Wall has furnished over 4,000 units to the Army Transportation Research and Engineering Command at Fort Eustis, Va., for field testing by strategic groups. The Army has substantially stepped up the mobility of its combat-ready forces through the adoption of the containers. The Army has achieved up to a 60 percent reduction in amount of packing and crating materials compared with former methods. Although the fibreboard containers are classed as expendable, it is expected that their rugged construction and strength will permit considerable re-use. They can be transported slung from helicopters or in cargo aircraft. When time permits surface movement, six of the boxes

can be loaded into a standard Army Re-usable steel shipping container.

The containers are constructed of weather-resistant board and can be stored out-of-doors for short periods or indoors for indefinite periods. Weights up to 3,000 pounds have been loaded into single containers, although they are normally limited to 1,000 pound loads. As an assurance for maximum compressive strength, the corrugated board making up the containers is constructed of a three-fluting combination with a "C" flute on the outside and two "A" flutes in the middle and inside layers. The containers are manufactured in two sizes: 58 inches x 32-7/7 inches x 28-1/4 inches, and 45 x 32 x 28-1/4 inches.

For further information, contact Tri-Wall Containers, Inc., 799 Washington Street, New York 14, New York.

## Speedloader System For Container Handling

National Malleable and Steel Castings Co. has devised a Speedloader System for handling marine, land and air transported cargoes. According to National, Speedloader System is the first container handling system to offer standardization to all shippers and carriers. The system is completely automatic in operation, providing increased capabilities for cargo handling at lower

handling costs. The operations can be performed electrically, hydraulically or pneumatically.

The components making up the Speedloader system, consist of top-corner and bottom-corner castings, that are attached to the structure of the commercial container; a crane lifting spreader equipped with coupler latches and wired for an electrical safety interlock system; aligning wings and lifting cable sheaves. As well as the major components, National supplies

adapter castings for stacking cargo containers in terminal storage. The system features a fail-safe electrical interlock system incorporating electrical limit switches at the four corners of the spreader. The limit switches render the electrical circuits inoperative and prevent the container from being hoisted unless all coupler latches are engaged.

The Speedloader system is designed for use with cargo containers of any size.

For further information, write W. H. Moriarity, Group Vice President, National Malleable and Steel Castings Co., 10600 Quincy Ave., Cleveland 6, Ohio.

## Tubeless Tire Cinch

Par Sales Company has come up with a new tubeless tire cinch that takes the problem out of inflating tubeless tires. The Parco Tire Cinch is a 17 foot length of highest quality armored rubber, 1 1/4 inches wide by 1/8 inch thick. To prepare tubeless tires for inflating the cinch is wrapped around the tire several times and the loose end tucked under. The cinch is so effective that tires can be inflated even with hand pumps.

The cinch can be used on small air-



craft tires, small truck tires and on all passenger car tires. It eliminates the necessity for inflating or cranking, usually required when mounting tubeless tires with devices now in use. Fully guaranteed by the Par Sales



Company, it retails for \$7.95.

For additional information, write Par Sales Company, 1647 North Gower Street, Hollywood 28, California.

### Lightweight Cargo Winch

Air Cargo Equipment Company has manufactured for commercial distribution, a light weight, portable winch, capable of moving four-ton loads at any speed up to 45 feet per minute or 16-ton loads at 11 feet per minute. The "Bulldog" winch weighs 196 pounds, including 100 feet of steel cable. Two models are available for the use of either 28 V DC or 400 cycle AC electrical power source.

For complete information, write Air Cargo Equipment Co., 1121 East Colorado St., Glendale, California.

### Tiny Hoist

#### Handles 6000 Pounds

A new universal hoist has been produced by the Garrett Corporation's AirResearch Manufacturing Division of Los Angeles. The hoist weighs only 47 pounds, is operated electrically or manually, and has a lifting capacity of more than 6,000 pounds. The new unit is the size of a tank-type vacuum cleaner. A newly-developed anti-fouling device will prevent cable fouling and backlash even when the



cable suffers a high axial compressive load. The hoist is powered by a three-phase, 400 cycle reversible, ac motor.

For additional information, write The Garrett Corporation's AirResearch Manufacturing Division, 9851 Sepulveda Boulevard, Los Angeles, Calif.

### Shipping Room Organizer Marketed by Triner

Triner Scale and Manufacturing Company has developed a shipping room "organizer." The organizer con-

sists of a set of four pieces of equipment—a 500 series Triner Imperial parcel post scale; a 200 series scale well unit; two benches with drawers, and a no. 310 rubber stamp rack. The four pieces, plus twelve different accessories can be purchased individually. Other accessories include varying length benches, shelves, drawers, drawer trays, masonite on steel for bench tops and key or combination locks.

The scale comes with capacities of 50 or 70 pounds, with various chart

rate combinations.

Additional information may be obtained from Triner Scale and Manufacturing Co. 2714 West 21st Street, Chicago, Illinois.

### Multi-forks And Push-off Offered For Fork Trucks

A Push-off device with side shifter and multiple forks has been developed by Lewis-Shepard Products, Inc. This special attachment was designed for organizations using take-it-or-leave-it pal-



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lets—an arrangement which permits unit loads to be handled or stored on pallets but shipped without pallets.

The take-it-or-leave-it pallet, basically, is a standard double-faced pallet with the addition of 4 or 6 two-inch square stringers equally spaced and secured to the top.

With the multiple forks, the forks enter the slots provided by the stringers to lift the complete load—without the pallet.

For further information write Lewis-Shepard, Dept. R9-8, 125 Walnut Street, Watertown 72, Mass.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

## ON THE DOCKET

### NOVEMBER

Thirteenth Air Transportation Institute, American University, Washington, D.C., November 9-20.

National Industrial Traffic League, Annual Meeting, Palmer House, Chicago, Ill., November 10-13.

Packaging, Plant Layout and Material Handling Course, University of California Conference Center, Lake Arrowhead, Calif., November 15-20.

International Automation Exposition, New York, N.Y., November 16-20.

ATC Fall Meeting, Olympic Hotel, Seattle, Wash., November 17-19.

## LETTERS

### To the editor:

I am engaged in air cargo business at an IATA authorized cargo sales agency in Tokyo.

Since most of our Japanese customers are not so familiar with air cargo business, they often ask us various questions about air cargoes. One of the questions which is asked very often is the meaning of the words "Not Negotiable" which are printed at the top of the Air Waybill.

We usually reply to their question as stated below. I would like to know your and your readers' opinions about the meaning and derivation of the words.

M. Ezawa

Yamato Transportation Co.

Tokyo, Japan

An Ocean Bill of Lading is an ownership certificate of the goods covered under the B/L. And so transfer

of the B/L has the same validity as transfer of the goods under the B/L. Therefore, with the B/L, anybody could not take delivery of the goods but there is no trouble for receipt of the goods. It is because the B/L which is sent to the destination via air mail after shipping, is sure to be received by the consignee before arrival of the cargo under the B/L.

However, if the same method is taken for an air shipment and the same function is required for the air waybill, it is liable to impair the important advantage of air carriage—Speediness. The cargo may be obliged to remain undelivered at the destination until receipt of the Original Air Waybill by the consignee, because it is possible that the original air waybill will not reach the destination earlier than the air cargo.

In case of a commercial shipment, a bank accepts the air waybill as a supporting document of shipping, indispensable for negotiation of a draft with a bank. But it must be remembered that a bank won't request the air waybill as transfer of ownership, but just as evidence of shipping of the goods under the air waybill.

Such being the case, each set of the Air Waybill has three Originals, for the shipper, the issuing carrier and the consignee, none of which are ownership certificates. Therefore, the words "Not Negotiable" are printed at the top of the Air Waybill.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF AIR CARGO, published monthly at Harrisburg, Pennsylvania, for November, 1959.

1. The names and addresses of the publisher, editor, executive editor, and business manager are: Publisher, Wayne W. Parrish, Washington, D.C.; Editor, Wayne W. Parrish, Washington, D.C.; Executive Editor, Wallace I. Longmire, Washington, D.C.; Business Manager, Leonard A. Eisner, Washington, D.C.

2. The owner is: American Aviation Publications, Inc., 1001 Vermont Ave., N.W., Washington 5, D.C. Stockholders owning or holding 1 percent or more of total amount of stock: Wayne W. Parrish, Washington, D.C.; Leonard A. Eisner, Washington, D.C.; Eric Bramley, Washington, D.C.; Jay Shuler, Springfield, N.Y.; Robert R. Parrish, Chicago, Illinois; E. J. Steckpole, Harrisburg, Pa.; Fred S. Hunter, Washington, D.C.; A. H. Steckpole, Harrisburg, Pa.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, also the statements in the two paragraphs above the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, bondholders and securities in a capacity other than that of a bona fide owner.

The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above is: Not required.

LEONARD A. EISNER  
(Signature of Business Manager)  
Sworn to and subscribed before me this 1st day of September, 1959.

PATRICIA M. SNARE  
Notary Public  
(My commission expires April 30, 1960)



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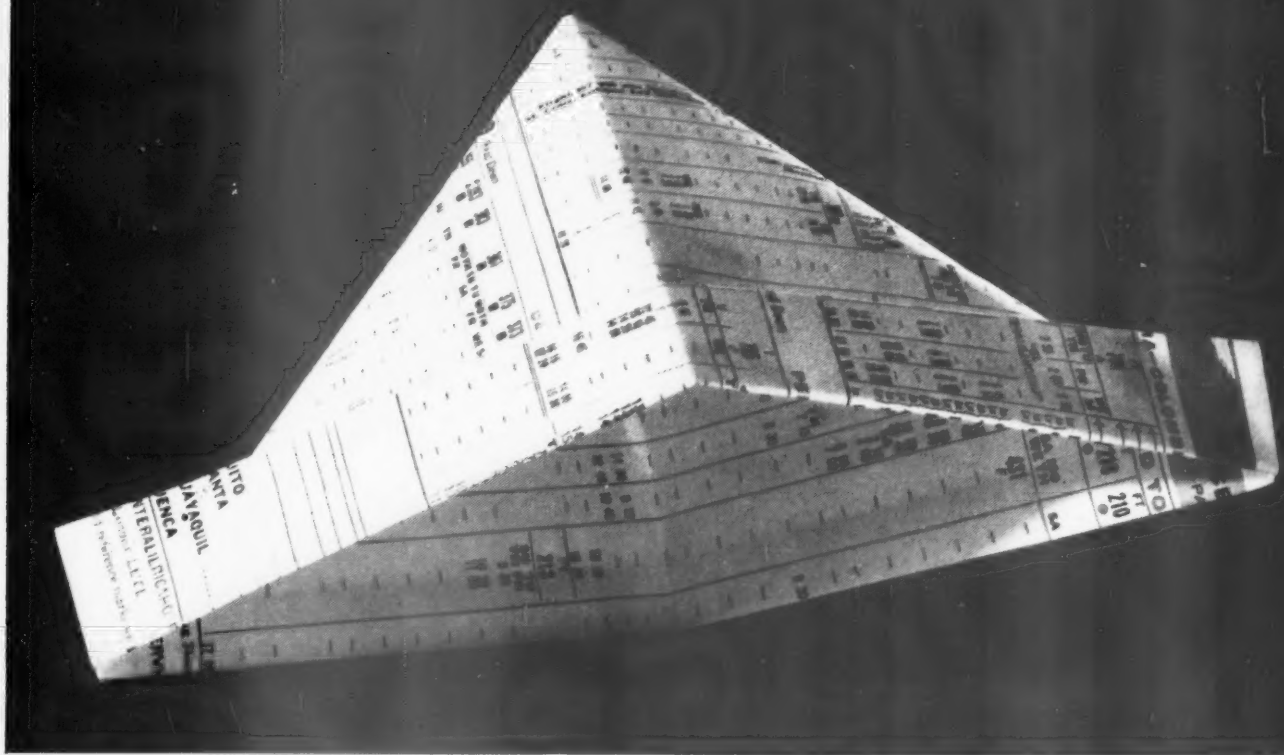
It also powers the Vickers Vikings ordered by British European Airways and Trans-Canada Air Lines and has been specified for the Fairey Rotodyne and the Short Britannic 3's on order for the Royal Air Force.

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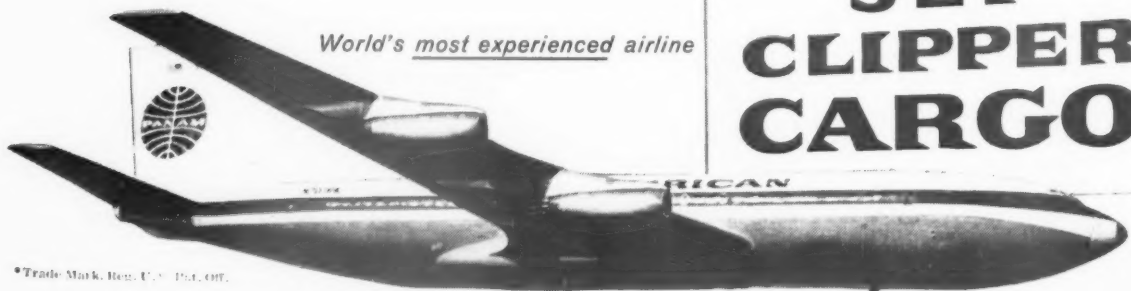
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